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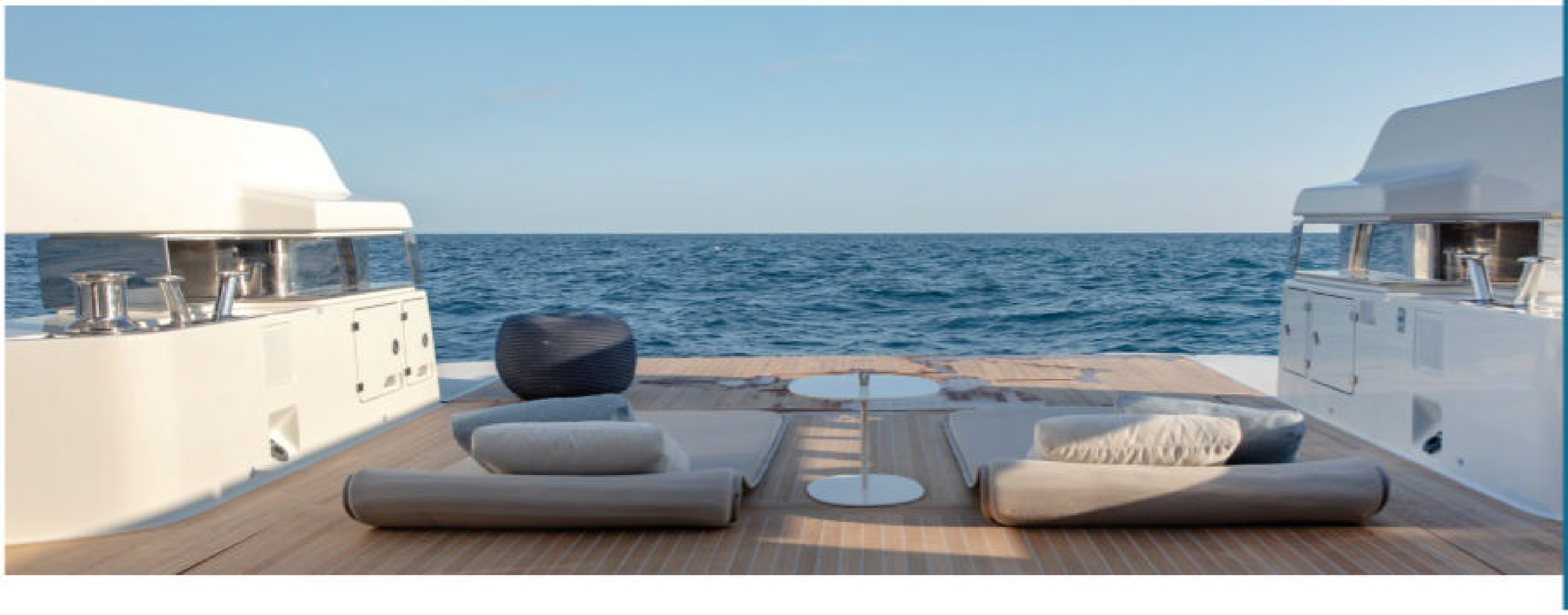

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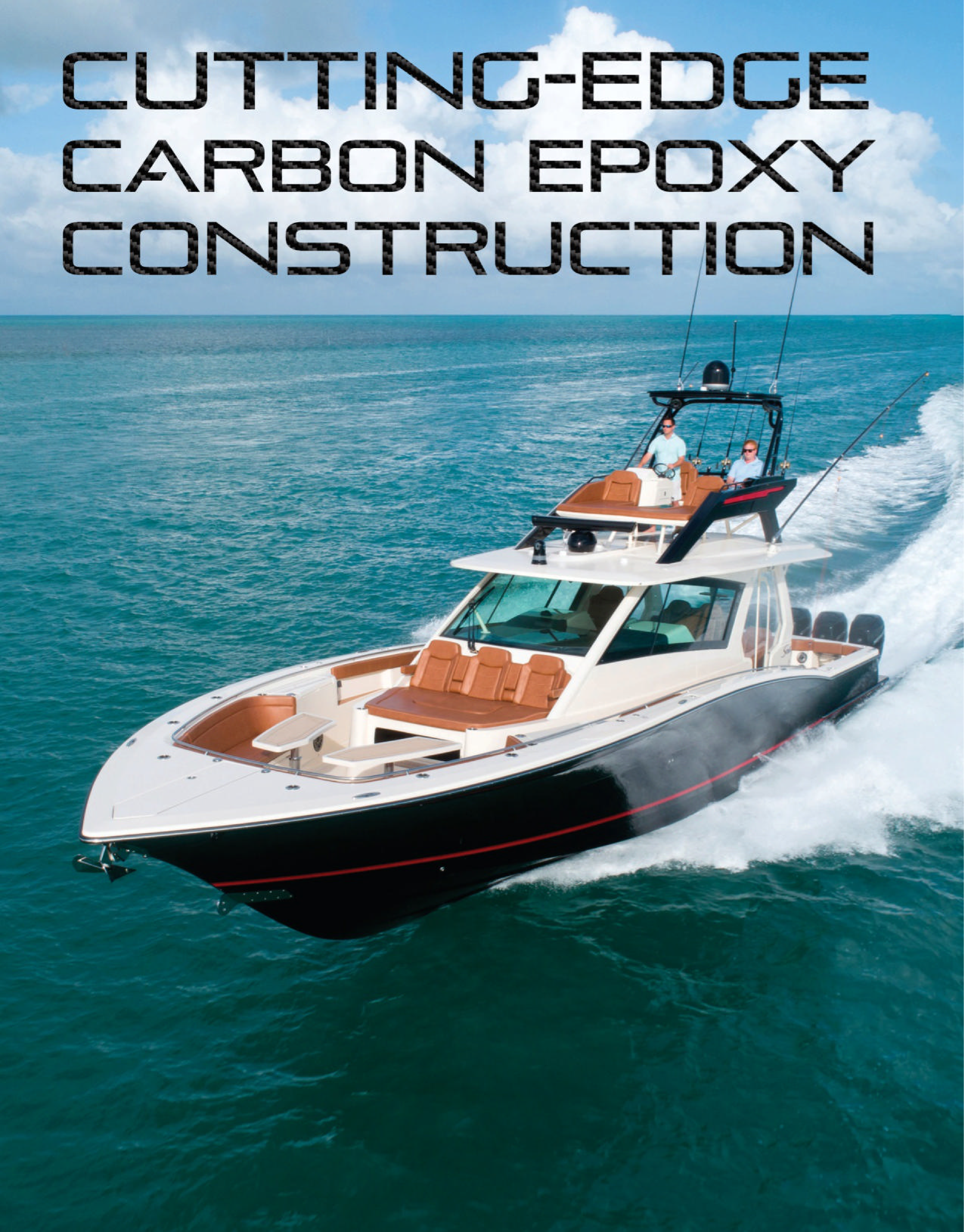

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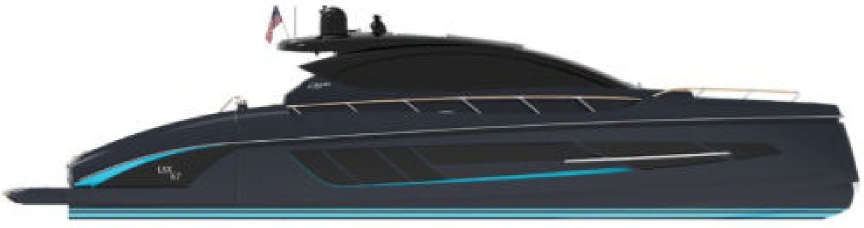

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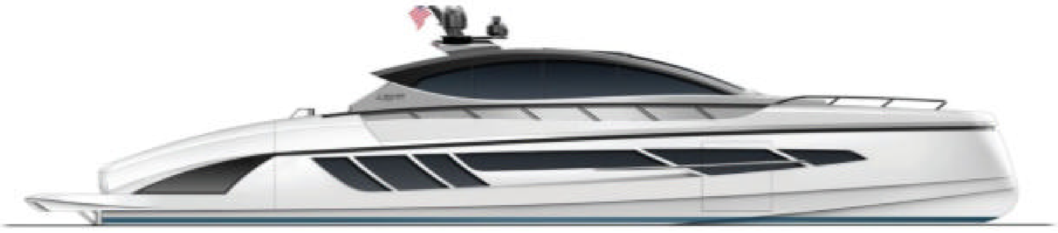

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HOME AWAY FROM HOME

IT'S NOT WHAT A MARINA HAS—BUT HOW IT MAKES YOU FEEL—THAT MATTERS MOST.

It's funny but I've met a lot of boaters who obsess for years, sometimes decades, over what type of boat they want to buy. I've also seen the same people give so little thought to where they keep their boat and simply slide it into whatever marina is closest.

To me, where you keep your boat is one of the most important decisions a boater can make and is perhaps one of the biggest factors that contribute to how long you stay in our sport.

I'm extremely fortunate in that regard; as a kid I grew up in a great marina surrounded by people that I think of as family to this day. I learned at a relatively young age that I wanted to find something similar when I had a boat of my own. When I first moved to Connecticut to work for Power & Motoryacht nearly 8 years ago, I dreamed that one day I would have a boat at Essex Island Marina.

As a kid, we would visit Essex every few years. I've written about the nostalgia I feel towards the 13-acre acre parcel of land in a previous column. A picture hangs in my office of my brother and I dressed up like pirates on the island as part of an Egg Harbor rendezvous in 1997.

It's amazing how fast something you dream of and work so hard towards can be taken for granted but that's what was in danger of happening early last summer as I toiled between my Bertram's engines. I remember one hot, frustrating summer afternoon where I sent Karen, Connor and Salty off to the playground while I worked. After a while they returned, trying to judge my success level (read: mood) from the dock. I knew I needed to cool off, so I took Connor for a quick dip in the pool just 50 yards from our slip. It's amazing what a quick dunk and 5-minute swim lesson will do for the soul.

Just as rejuvenating were the occasional nights where Karen and I would sit by the propane-fire pit at the end of the dock after Connor went to bed. Have you noticed how so few people just sit out under the stars anymore? I never regret nights like that. Only with your phone away and Netflix off can you really connect.

Essex Island has just about everything you could ever want from a marina: A restaurant, an office space, a playground, a pool, shuffleboard courts, corn hole boards, grills, fire pits, you name it. It even has something only a toddler would love: A shed where you can laugh at the echo of your own shrieks for an hour without tiring.

There's also a great staff that takes the time to learn your name. Connor is always greeted with enthusiasm and Salty with a treat or two. Where else can you go these days where everyone seems genuinely glad to see you and offers a free snack?

Most of the boaters at our marina are seasonal; we don't know too many by first name yet but I suspect that will change over the years ahead. It's nice to see familiar faces on the weekends. And there are also enough transients to keep the place vibrant. Transients used the slip next to us most of the summer and we enjoyed meeting almost all of them.

A marina, at its most basic level, is a place to keep your boat. Most have electric, water, bathrooms, showers, maybe even a space to do laundry. Good marinas have amenities, like a restaurant, pool, playground, lawn games. Great marinas, don't need any of those things or even great access to a major body of water. No, great marinas posses something much more important: a feeling; they're the ones that you leave your house to go to and you arrive feeling like you're home.

I'm thankful to have found a marina like that. If something is missing in your boating life, perhaps it's time to make a change?

See ya on the docks,

Dan

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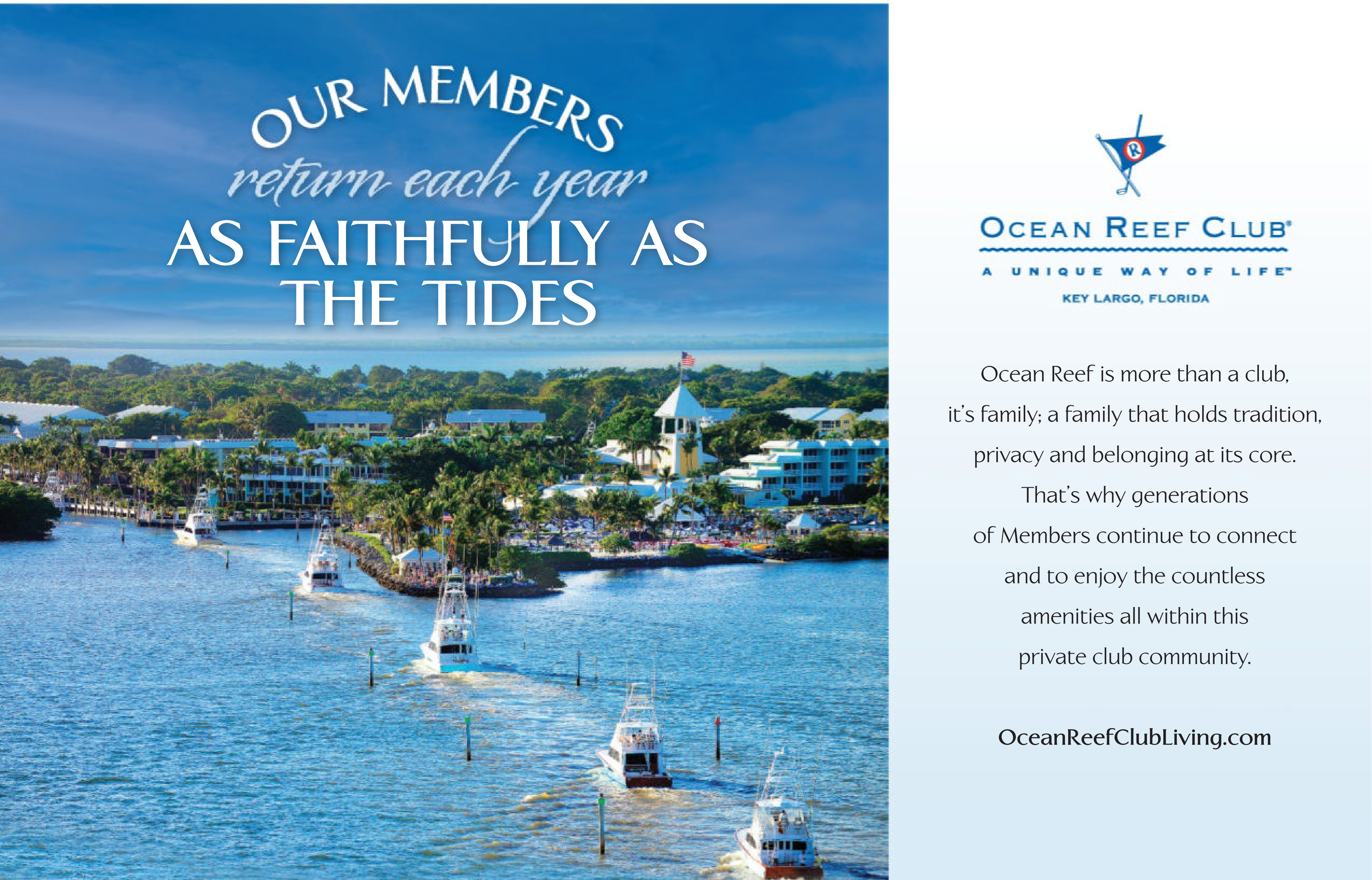

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IF YOU'RE LOOKING FOR A BREAK from the 24-hour news cycle–and these days who isn't? Don't forget that there's always more fresh boating content on our website and social channels than what appears in our pages. For example, this month did you catch Dan's review of a 14-foot pirate ship (yes, really), or Charlie Levine's on the ground, err, water reporting on Mercury's new V8? If you're missing out on our newsletter you might not have heard Chris Dixon's podcast with a Coast Guard Rescue Swimmer or Shane Scott's reporting on the restored yachts at the famed Vintage Weekend at the Ocean Reef Club. Then there's our expanded photo galleries of the new models that grace our pages that we don't have room for in print. In short, if you can't get enough of our content, navigate over to *pmymag.com*, where you always have the right of way.

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WATERFRONT

Born to Fly

AN ELECTRIFYING CHAT WITH MERCURY RACING'S STUART HALLEY.

BY CHRIS DIXON

SEABIRD
VICTORY MARINE
MERCURY Racing
BOSS
21

We've seen a slew of radical electric boating technology over the last few years. From X-Shore's daycruisers to Evoy-driven Axopars to hyper-efficient hydrofoils from Candela and America's Cup Emirates Team New Zealand, it's a fascinating time to be a marine engineer. Few things though, are arguably more arresting than the E1 Series Racebird. Part Galactica Viper, part Formula-E race car and part flying fish, the maneuverable, 24-foot, winged carbon-fiber racer is something else. And while the cockpit, hull and foils are sci-fi evocative, Racebird's 200-hp electric heart is based on a 2.1-liter internal combustion Mercury Racing motor, only its ICE powerhead has been replaced by electric componentry. When the boat reaches 17 knots, it begins to rise onto its three aluminum foils—one of which is actually bolted to the motor.

Mercury Racing's General Manager Stuart Halley oversees E1's motor program. The 29-year company veteran has watched Mercury evolve from carbureted, two-stroke buzzsaws to today's digitally controlled, supercharged powerplants. A forward-thinking gasoline junkie, Halley has a unique electric perspective on where we are—and where we're headed.

POWER & MOTORYACHT: Stuart, can you give us a little insight into how the partnership with E1 Series evolved?

STUART HALLEY: Mercury Racing's part of Mercury. So, we have a history in electric propulsion. Our products have been out there a long time—especially from a trolling motor standpoint. Also, Mercury has announced and shown our Avator electric engine. E1's high-voltage foiling electric concept was pretty innovative. We decided it was a good a good fit for us. And E1 decided that it was good fit for them.

PMY: Why do foils lend themselves well to electrification tech?

SH: Battery energy storage has come a tremendous way. But one of things that's different about marine versus automotive is you can gain some battery restoration or charging from braking. Boats don't have brakes. And then also, rolling down the highway, maybe it's 35 horsepower to roll a car 60 to 70 miles an hour. It doesn't take a lot of power versus a boat. One way to reduce vessel drag is by foils. America's Cup and SailGP kind of machines—they are the innovators. Foils are great for reducing drag, but they've got some limitations. They basically start cavitating above 60 miles an hour. That's why you'll see limitations right around that 60 mark—which is fine for a lot of applications. I think you can make it an exciting race with 60 mph.

PMY: Can you explain how much less drag say, a Racebird would be generating with foils versus a planing hull? Does that make sense?

SH: Perfect sense. I don't have that answer, but I do have some rules of thumb on energy storage. One gallon of fuel—that has about the same energy as 11 kilowatts of usable battery energy (a typical Tesla Model S can go around 300 miles on its 100kw battery). So, the batteries need to get about five times better than they are currently to be similar performance to gasoline. But there's still a difference. Gas burns off and the boat gets lighter—where the battery will always, kind of, be in the boat. Five gallons of gas—which you know, doesn't send our fast boats very far—that's about thirty pounds of gas. That battery—to do that same energy as five gallons of gas—would have to be about 1,000 pounds. But as I said, it's continuing to evolve. But that's why, I think, it's being used more abundantly in automotive than marine right now.

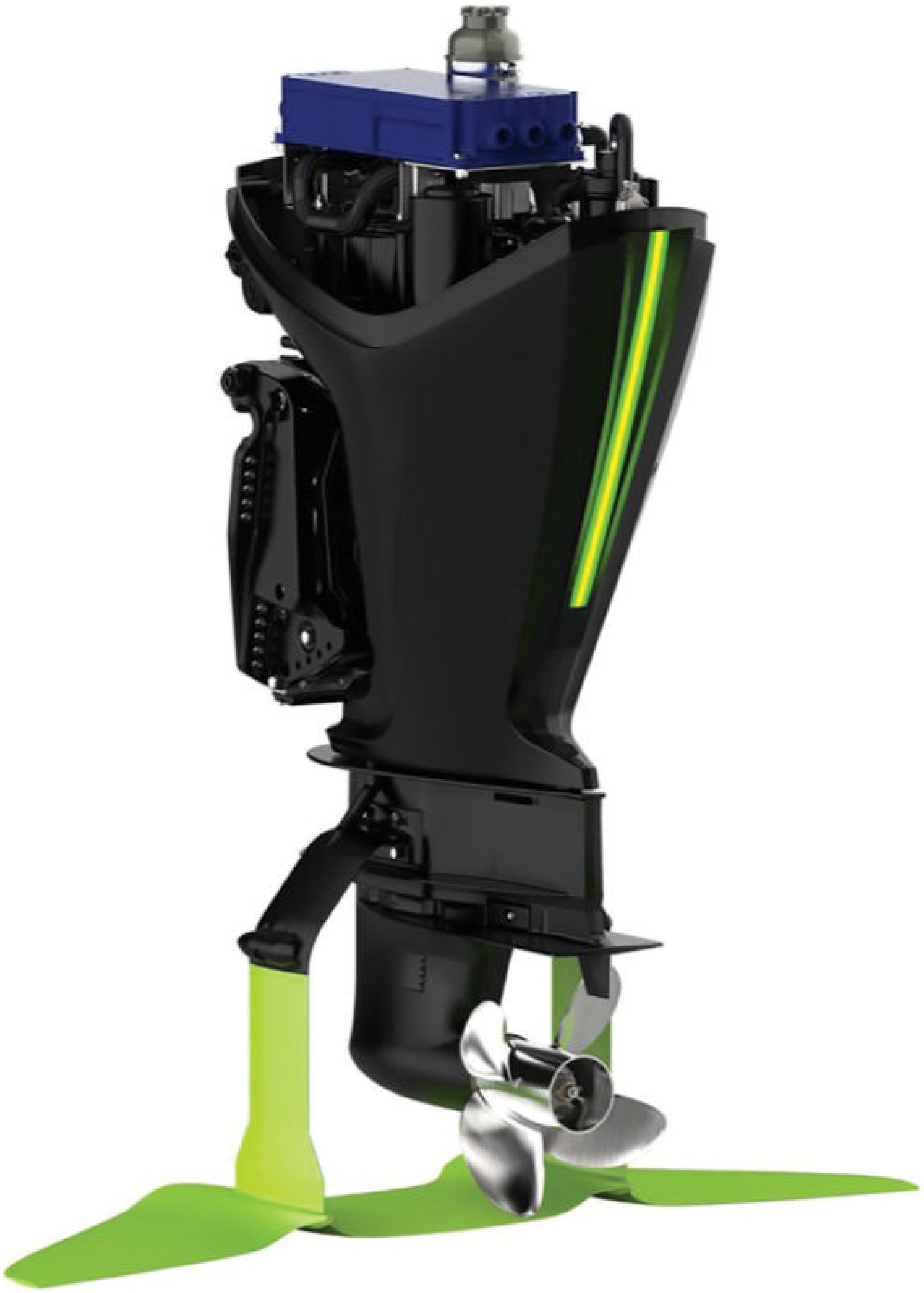
PMY: Where can you adapt electric automotive technology, and where does it have to be sort of marine specific? Can you use any old 150-kw motor in an E1 Mercury motor, and a modified battery pack from a Chevy Bolt?

SH: One of the most interesting charts I saw was how the corrosion rate basically increases and decreases as you come away from the shoreline. I don't remember the exact numbers, but it's significant. And it just kind of puts an exclamation point on how much more careful you need to be in the marine environment. Our aluminum alloys are all bespoke, and the way we do our electrical systems and all that are unique versus automotive.

PMY: It's fascinating that you can use some almost, off-the-shelf Mercury technologies from gasoline powered engines. Wasn't there a cooling unit—that basically you're able to use to cool the battery pack or motor?

SH: Yes. Whether gas or electric, the things making torque tend to get hot. There's a lot of technology already going into this whole E1 series—a lot to focus on. So, we focus on taking one of our current gas engines and taking the internal combustion—what they call the ICE portion—off. Then you can mount the electric motor and the inverter and then the batteries. Those have to be cooled. So if we can find a solution off-the-shelf, it saves us time and development resources.

PMY: Electric motors are known for torque. Do you need a much stronger lower unit on this motor?



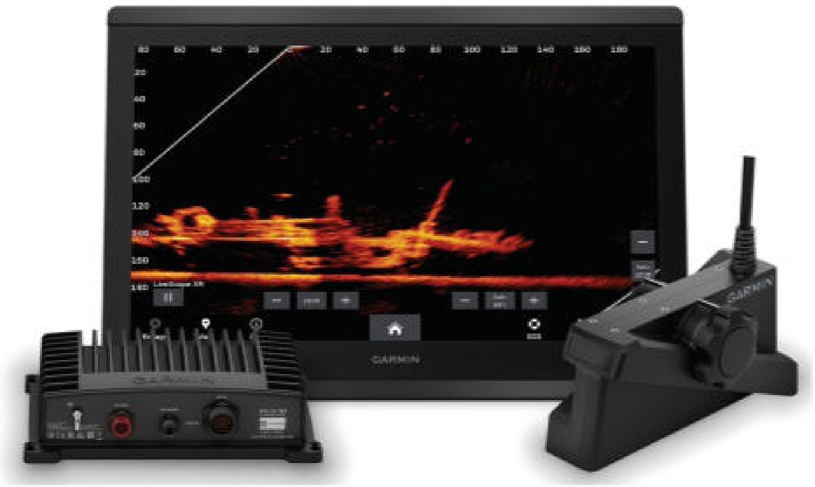
Above: The Mercury Racing E1 motor uses an internal combustion-based lower unit with an electrical power head. Left: Powerboat champion and E1 test pilot Luca Ferrari ponders the future in Venice, Italy.

SH: We believe we've got a good solution. The engine will not be at the max torque all the time. It's basically going to be higher loaded—more torque when you're trying to get it up on the foils. But on the foils, you're really throttling back because you want to save the battery life.

PMY: How about power flow and monitoring? Does it have to be all new?

SH: E1 has a company called Seabird Technologies. Seabird has a pretty cool technical team—they are ex-Formula E (electric automotive racing). So really, we are not involved in that system other than helping with it. They're using a Formula E ECU—and then that device is really managing the whole control system.

It's interesting too, because another Brunswick division from the Navico group, the Simrad team, are making the gauges. That's what's being displayed to the pilot. And there's a lot of data coming from that, and that's being displayed for the television coverage—so the race viewers can see what's going on. Seabird is really the team that is tying all that together. They're brilliant guys, and it's been just a pleasure to work with them. ❒



THE SCREEN COMES ALIVE

GARMIN LIVESCOPE XR LETS YOU SEE WHAT'S HAPPENING UNDER YOUR BOAT, AND ALL AROUND IT, IN REAL-TIME. BY CHARLIE LEVINE

My gaze was transfixed on the dash-mounted Garmin display as I watched a school of bait flutter up off the artificial reef some 50 feet below the boat. The movements on the MFD were much like the ones I saw on ultrasounds when my wife was pregnant. But instead of looking at heartbeats and baby toes moving, we were spotting bait and bottom fish.

We were off Fort Pierce, Florida, with Capt. Eric Davis, who has been using Garmin's LiveScope transducer technology since it was introduced in 2018. Our mission was to test the newest iteration of LiveScope, the XR, which stands for extended range. The XR utilizes a larger, more powerful transducer than the original LiveScope to see farther around the boat and deeper below. Garmin says the XR can see up to 500 feet forward or below the boat in fresh water and 350 feet in salt.

When LiveScope first came out, it was used predominantly by freshwater anglers, especially tournament bass pros, who attached a transducer to their trolling motor and had a screen (or two) on the bow showing real-time imagery. With LiveScope, anglers could find structure and see if there were active fish on it. Using a trolling motor mount had another advantage, as you could change the direction of the sonar beam to zone in on fish. Basically, wherever you pointed the motor, you could see what was happening below the surface.

With LiveScope XR's extended range, the technology can be used in more fishing applications. You could use it to see what's lurking under an offshore weedline or scan the water ahead as you slow-troll live bait, but by far the largest advantage I see is bottom fishing or any type of structure-oriented angling.

Davis, who has fished these waters for 27 years, says LiveScope has changed how he fishes, especially when it comes to finding new structure and catching bait. LiveScope saves him time that he used to spend wandering around searching.

"I'd put this technology right up there with GPS," Davis says, referring to the impact it could have on fishing and boating. "I can look at the image and say, 'Oh, that's pilchards, those are sardines, and there's a grouper.' It's really been a game-changer."

LiveScope works best when drifting or moving at trolling motor speeds. On Davis' 25-foot Pathfinder, he has an original LiveScope fed by a transom-mounted transducer. He also has a conventional, through-hull transducer placed in front of the hull step for the fishfinder. This second, CHIRP transducer displays the boomerangs we're more used to seeing and can also pick up a good, clear picture when running or trolling. Davis was in the process of upgrading his LiveScope transducer to the XR.

To test out the LiveScope XR, Garmin's Dave DeVos brought along a portable mount for the XR's transducer that he and a friend created. The mount is made of aluminum pipe and bent in a way so it fits into a gunwale rod holder. But the best part of the mount is that DeVos can turn it and point it in various directions, like the trolling motor mount. That flexibility really helped us get a full picture of the artificial reef we were parked above. We could figure out which side of the reef was holding fish by just taking one loop around the structure. In that regard, LiveScope XR made scouting much easier.

LiveScope's beam angle is 20 by 135 degrees and provides a very wide view. Even with a transom-mounted transducer, it's so wide that you can see forward, below the boat, off to each side and even a bit behind the boat. LiveScope is offered in three models: the original, Plus and XR. One doesn't replace the other; the XR offers more range and more power, but the clarity is the same. The Plus has a cleaner image.

DeVos says LiveScope sensors constantly adjust the sonar beams to compensate for boat motion. This helps to stabilize the image as the boat rocks. I was also impressed by the unit's ability to display sharp images at both close and long ranges. The Compress Range feature displays a live view in sharp detail up close as you keep an eye on targets farther away at the same time. It's pretty cool. The only downside was that I found my gaze transfixed on the display and less on the horizon.

The LiveScope XR system includes a compact GLS 10 black box with a LiveScope XR LVS62 transducer, along with a trolling motor barrel and shaft mounting kit, perspective mount bracket and a plug-and-play Garmin Marine Network connector for installation and integration with a compatible MFD. With a free software update, the LVS62 transducer can be added to an existing LiveScope black box for users who want to upgrade.

The LiveScope XR system and the LVS62 transducer are available now, with suggested retail prices of $3,000 and $2,500, respectively. ❐

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FLIPPING HULLS

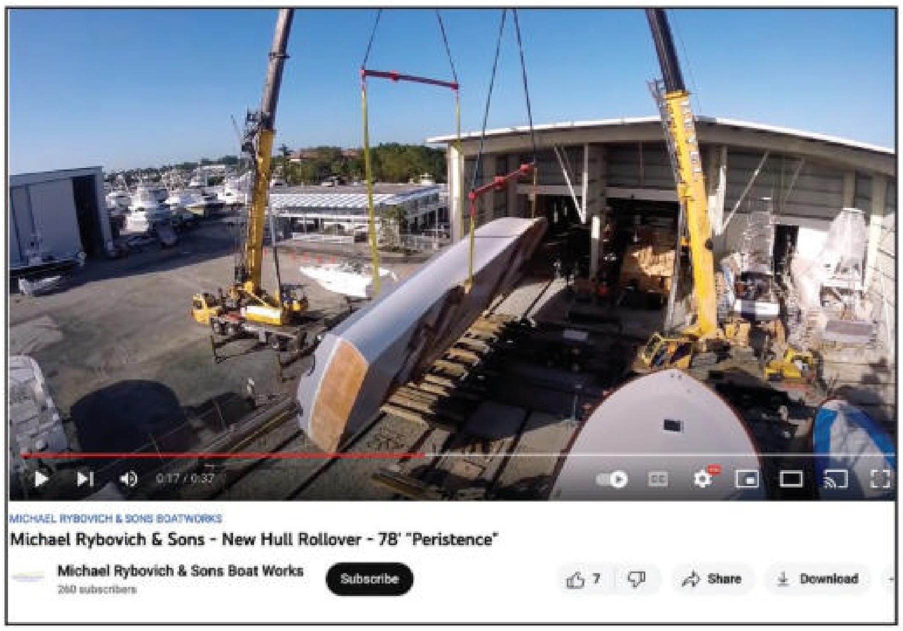
FEW THINGS GARNER MORE INTEREST, OR VIDEO, THAN TURNING A BOAT'S BASE UPSIDE DOWN.

BY MICHAEL RYBOVICH

For most boat builders, giving tours through their facilities to people over the course of their career is just part of the job. What we do seems to fascinate an awful lot of curious folks. Most visitors have a lot of questions, and we do our best to politely accommodate them. When a new visitor strolls through the yard and observes the boats under construction, one of the most frequently asked questions is, "Why is that hull upside down?" I usually reply with something like, "Damn, I guess we read the print wrong," or "Oh my gosh, you're right! Let me find out," in an attempt to break the ice. It is a great question and one that begs a thorough explanation.

With each new build, we increasingly incorporate state-of-the-art techniques into our construction, all in the interest of making our boats as strong, light and as durable as modern materials will allow. When it comes to the foundation of the build, the hull, we still employ what has come to be known as the "cold-molded" or "jig-boat" method. A temporary skeleton of lofted frames is set up on the floor on stations relating to the shape of the hull and the location of key bulkheads in the boat. Permanent and temporary structural components are placed into this jig, forming an open male mold of the hull, upon which opposing diagonal layers of planking are applied with mechanical fastenings and adhesives. The hull is then sanded, and resin-impregnated fiberglass is applied to the hull as a water-tight, structural skin. This process requires many hours of cutting, fitting, fairing and gluing, which is made much easier if gravity is working for us. Setting the jig up upside down allows us to partner with, rather than labor against, Newton's elementary force.

Before the development of cold-molding, traditional wooden hull construction began when the keel was set up on the floor, establishing the centerline and backbone of the boat. The term "laying the keel" refers to just that. After the frames, stem and transom frame were set upon and bolted to the keel, the chine log and the sheer clamp were installed, and the structure was ready to be faired and planked. Linear



MICHAEL RYBOVICH & SONS BOATWORKS

Michael Rybovich & Sons - New Hull Rollover - 78' "Peristence"

Michael Rybovich & Sons Boat Works
260 subscribers

Tradition meets technology when it comes to hull flipping; the result is something you should check out on the builder's YouTube.

planks were fastened to the frames in a single layer, fit and stacked on one another with a process known as "spiling," and then edge glued together or caulked with cotton and seam compound between the planks. This old-school method is known as Carvel planking. In our yard, before the conversion to cold-molding, once the sides were planked, the hull was rolled over to make it easier to plank the bottom, and then rolled back up-right when the bottom planking was complete. Two flips of the hull vs. one with cold-molding.

In the days of Carvel planking, our average boat length was between 35 and 45 feet. The beam of the hulls did not exceed the overhead height in the old east sheds, so the boats were flipped inside, using four chain-falls (hoists) hanging from the steel I-beam rafters, much the same way many builders do today, rolling inside a Travelift. It was a simple process, requiring a man at each chain-fall and one man, usually my Uncle Tommy, observing and coordinating the operation. Spectators included the owner, if he or she was in town, the captain and the yard employees. Over time, the new hulls were set up in the northwest shed, which had more overhead clearance and pitched steel rafters. The largest boat flipped inside the northwest hull shed was a cold molded 60-footer in the early 80's. She had a 30-inch skeg, per the captain's spec, and while she was rolling, the aft chain slipped off the end of the skeg. Hearts stopped, grown men screamed like sixth-grade girls at a Taylor Swift concert, and because I wasn't smart enough to run, I was left holding the chains while my self-preservationist crew scattered. When all had regained composure, we continued the flip with no harm done. Immediately after we got her blocked down and leveled up, I carefully scurried up to Grandma's house to change my pants.

Several years later, we were building small boats again as Ryco Marine, in a warehouse south of the old yard. Dad and our mechanic/electrician, Curt Wills, were playing around with a model hull I had made for test-towing, when they dreamed up an idea about how to flip the 32-foot hull we were planking. Historically, Dad's ideas were practical and logical. This one seemed not only unconventional but a little scary. The idea was to pick the inverted hull up with a crane by her bow at the top of the stem, stand her straight up, set her stern down on wheeled dollies, and roll her aft and upright and as the crane paid out the cable. He demonstrated it with the model as I protested and presented a case for him to seek help at the mental health center on 45th street. Curt laughed, escaped to his bench, and began fashioning a lifting bar out of a length of steel angle to bolt across the sheer clamp and breasthook. Dad and I went head-to-head, as fathers and sons often do, until he convinced me to try it. What could go wrong? As a safety measure, we ran a chain and a come-a-long down from the lifting bar at the stem to a steel pipe through the forward end of the main inboard stringers. When the day came to flip the hull, I prayed to the Sea Gods and off we went. The process actually worked well and, except for the dollies at the stern nearly running away from Marty and me as we set her down, it was easy-peasy. Over the next few years, we flipped six hulls up to 38 feet this way without a hitch. After each flip, Dad looked at me with his gotcha wink as if to say: "How 'bout that, kid?"

The seventh hull was a 43. The hulls were getting longer and heavier and standing a 43 on end was a whole different animal than doing it with a 32. When the time came to flip that hull, Dad was up at his place in Southwest Harbor for the summer. Marty and I discussed the flip with Richard Wolf, our friend and local crane operator who had flipped all six of the prior boats. The three of us agreed that it would be easier and safer to flip the boat in a conventional manner on her longitudinal axis. We rigged her on a single crane that had a main and auxiliary winch with spreader bars and straps. The flip was easy and uneventful. After we got her back in the shed and leveled up, I called Dad to let him know that all went well. When I told him how we flipped her, he snarled and told me I was a chickenshit. Apparently, logical deduction had returned to his arsenal. He gradually came around and from then on, we flipped with straps and spreader bars, eventually going to two cranes as the boats increased in size and weight. I have always believed that if one is going to lift large, expensive objects, one should try to lift as little weight as possible. When we flip our hulls, the jig and all temporary hull components have been removed. This also gives us a chance to weigh the hull itself. Some builders flip them with the jig still in the assembly. To each his own.

For the last 25 years, when it comes time for rollover and lifting heavy things in general, we have worked exclusively with Beyel Brothers Crane and Rigging. Kyle Bennett or "Kyle from Beyel," as he known to most, has been with us to conduct the "orchestra" on all but one. He is a big man and doesn't take any B.S. from his operators or our crew. He also has to contend with the spectator element. I guess there are no secrets anymore. Social media has seen to that. With these big boats, there is always a tightening of the muscles in your aft bilge, and you want to be on your game. Somehow, on the morning of a flip, strangers appear in droves to witness what they think will be an experience better than sleeping with their favorite movie star. They walk around the yard, searching for that perfect camera angle and, like race fans, try to get close to the action. Kyle will have none of that. This is his baby and distractions are not helpful. We place the straps under the hull on the transverse braces while Kyle and his crew set the cranes and spreader bars. The operators give us the weight of the rigging so we can subtract that from the lift to get the weight of the hull. Cables come tight and Kyle conducts the flip with hand signals to the operators, like Bernstein wielding his baton at the woodwinds, brass and strings. In a few minutes, she's right side up and the "hullbillies" haul her back in the shed. Kyle and I share a joke or two and reminisce as the oilers pack up the cranes and rigging. We've been doing this together for a long time. Such a simple, anticlimactic event—all the work is in the foreplay. The spectators begin to wander off in search of a more fulfilling way to enjoy the rest of a good day. "Is that all there is?" they ask, like they need a cigarette. I walk the crane invoice back to the office and breathe a long sigh of relief. *Chickenshit!* ❐

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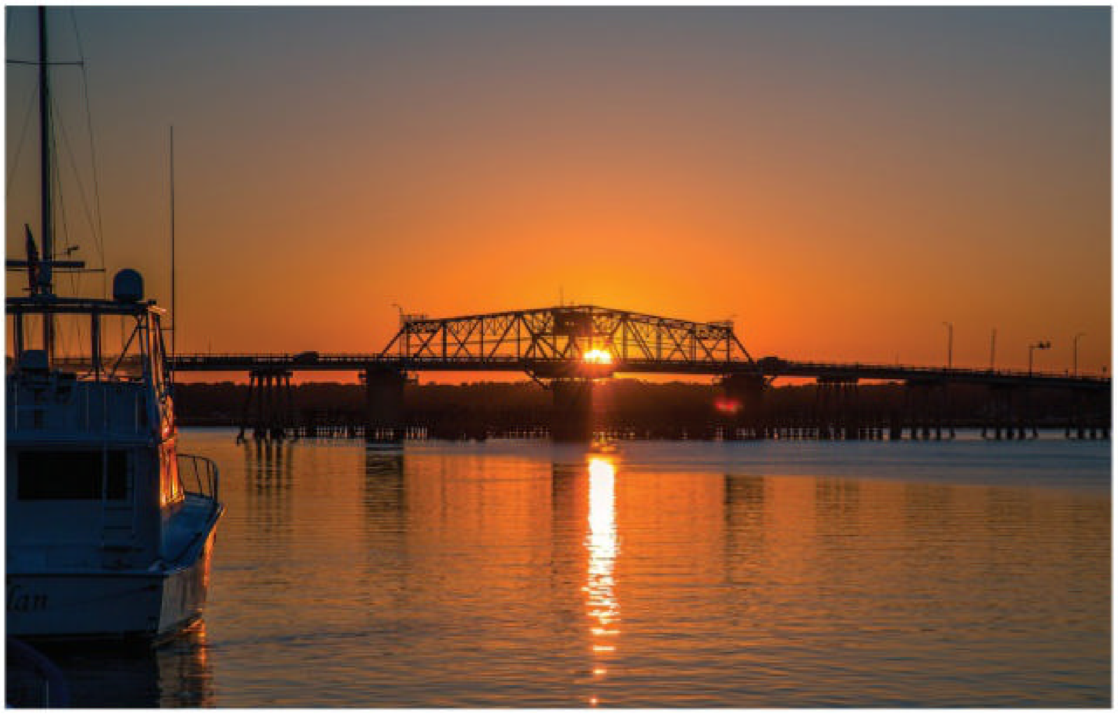
BEAUFORT, SOUTH CAROLINA

A FOCAL POINT FOR FILM LOVERS, CULTURAL DIVERSITY AND ECO TRAVEL ADVENTURES.

BY BOB ARRINGTON / PHOTOS BY DORI ARRINGTON



Saltwater marshes as far as the eye can see, lush with bulrush, sweetgrass and palmetto. This is the Lowcountry of South Carolina, an area literally dripping in natural beauty. The Lowcountry draws its name from being underwater as much as it is ever dry land. Here, where the Beaufort River meanders inland from Port Royal Sound and the Atlantic Ocean, is Beaufort, South Carolina, a town most consider to be the heart of the Lowcountry. Strategically located on a patch of high ground, where live oaks draped in Spanish moss shade the nearby grasses, Beaufort has been a valuable deep-water port for over 300 years. Over 4,000 years ago, Native Americans created shell mounds on area islands.

While most certainly a physical place, the Lowcountry is defined as much by its character as its location. People from around the globe have influenced its history, making it culturally rich from the diversity of the people who've inhabited it. Founded in 1711, Beaufort is the second oldest city in South Carolina behind Charleston. One must note that the Beaufort in South Carolina is pronounced "Bew-furt," and the Beaufort in North Carolina is pronounced "Bō-furt." You will be politely corrected in either place if you confuse them. Beaufort had the mixed blessing of being one of the first cities in the south to be occupied by Union troops only a few months into the Civil War. The fortunate part of that occupation is that many of the town's houses were taken over by the North to use as offices and barracks for senior military staff and troops during the war. While we can be sure that many local residents didn't view that as a positive event at the time, today's residents have made the best of that occupation by preserving and restoring many of those historic houses into lovely homes.

Due to this careful preservation, 300 acres of the city have been designated a

1305

OLD SOUTH
CARRIAGE

National Historic Landmark. This rare collection of antebellum architecture has drawn the attention of more than one Hollywood director, with such award-winning movies as *Forest Gump*, *The Great Santini*, *The Big Chill* and *Prince of Tides* having been shot on location in town. A great way to go behind the scenes of movies filmed in the area, is to take the Beaufort Movie Tour, where local guides will show you the locations where your favorite movies were shot. You can visit sites featured in films, including the resident mansion used in *The Great Santini* and *The Big Chill*, or see where the Vietnam War scenes from *Forrest Gump* and *Rules of Engagement* were filmed on nearby Hunting Island.

Today the local film industry is celebrated each February during the Beaufort Film Festival. The five-day movie showcase has grown into an internationally acclaimed event, previewing submissions by up-and-coming creative talent and award-winning directors.

Besides the tourism industry that contributes to a healthy local economy, Beaufort has a stable economy supported by the numerous military installations around the area, including the famed Marine Corps Air Station Beaufort and the Marine Corps Recruit Depot on Parris Island. The National Cemetery Administration oversees one of the most sobering, yet beautiful reminders of Beaufort's role in our nation's defense at the Beaufort National Cemetery.

Residents and tourists alike have been drawn to Beaufort for many reasons, especially the simple, natural beauty of its location. The area has a wide variety of activities for the outdoor enthusiast, including; cycling, bird watching, fishing, kayaking, scuba diving and much more.

The most popular places in the Lowcountry to commune with nature are on the islands in and around Port Royal Sound, including St. Helena, Lady's, Fripp, and Hunting Islands. St. Helena is home to the Gullah culture,

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unique to the Lowcountry. The descendants of African slaves brought to this country to work in the rice and indigo plantations, proudly carry on their ancestor's traditions of storytelling, dance, and music. Each May these traditions are celebrated at the Gullah Festival on the waterfront park in Beaufort.

Hunting Island, with its dense sub-tropical forests and wide sandy beaches is a favorite destination for families. The 5,000-acre island has miles of pristine beaches, ancient old-growth maritime forest, bike trails, saltwater lagoons and an ocean inlet to explore. Fripp Island is home to the Fripp Island Golf & Beach Resort, a completely self-contained vacation destination with swimming, restaurants, tennis, boating, golf, and some of South Carolina's prettiest beaches. Families love the all-inclusive convenience of Fripp, with many choosing to trade their cars for the simple pleasure of golf cart travel while staying on the island.

Three great marinas are available for the visiting boater—Safe Harbor has two. The first iss located in downtown Beaufort at the Henry C. Chambers Waterfront Park. Docking at the waterfront park makes it easy to enjoy downtown Beaufort, and the park is a great place to stroll in the evening. You might even be lucky enough to watch locals gather for their evening game of bocce ball. Safe Harbor's second area marina is located just down the river from downtown Beaufort at Port Royal Landing. Lady's Island has their own marina on Factory Creek, entered just east of the Lady's Island Swing Bridge.

Beaufort is blessed with year-round activities, so plan ahead for a stay at one of the marinas. Spring and fall see busy times with seasonal cruisers moving up and down the waterway. Summer is a popular time for boaters to reserve a spot downtown, especially during the Beaufort Water Festival. Held annually along Beaufort's waterfront every summer since 1956, the Water Festival is a 10-day July extravaganza, giving Beaufort a chance to show off everything that's special about this charming village. ❒

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Our combination of Vinylester-infused e-glass in the hull and carbon fibre in the deck and superstructure increases strength and durability while reducing weight, lowering the centre of gravity and enhancing equilibrium.

3. BUILD PHILOSOPHY

All bulkheads and fixed furniture are fused to the hull. This 'torsion box' rigidity won't creak or flex.

We then position the large mass components to ensure a lower centre of gravity that reduces bow rise to deliver better balance and efficiency.

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THE LAST BAYLINER MEME

BOATERS LIKE TO POKE FUN AT BAYLINERS, BUT THE COMPANY'S FOUNDER GOT THE LAST LAUGH. BY BILL PRINCE

Bayliner. Everyone on the docks has heard a Bayliner joke over the years. And in the age of social media the jokes about these entry-level boats from the 1970s, 80s and beyond have morphed into seemingly endless memes mocking the brand and, by extension, Bayliner owners.

If you waste enough time on social media, you know your memes. If not, allow me to get you up to speed. Merriam-Webster defines a meme as "an amusing or interesting item (such as a captioned picture) that is spread widely online especially through social media."

So, fine, we mock Bayliners for all the reasons that the 12-year-old inside each of us that still laughs at bathroom jokes. But a little history reveals that it was Bayliner's founder, Orin Edson, who had the last laugh—the kind of laugh that billionaires laugh.

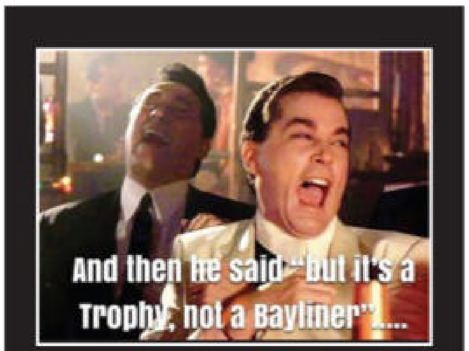
J. Orin Edson built his first boat as a kid near Seattle. The boating bug had bit him, and coupled with his ambition, it led him to start a small company in his garage after serving in the Army during the Korean War. This sounds like the typical baby steps of a lot of American success stories, right? That company would become ~~Apple Hewlett-Packard~~ Bayliner Marine Corp.

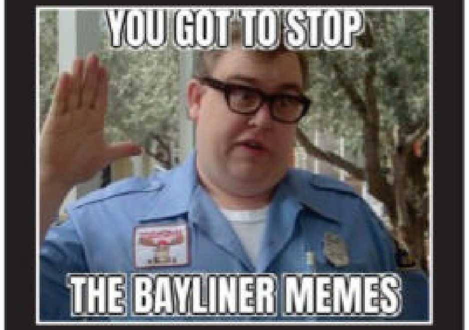
During this inauspicious start, Orin sold off equipment from his boat-racing hobby. He bought unfinished plywood boats from a supplier and painted them to order. Realizing that he might be able to turn this weekend venture into a real business, he dropped out of college and jumped in head first.

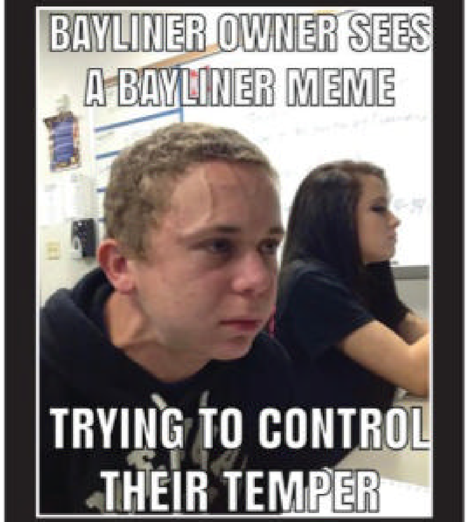
Without a retail footprint or an established boat line to sell, Edson could make up his own rules as he went along. Since all the competing dealerships were closed on Sundays, Orin opened his shop to give customers all weekend to buy boats from him.

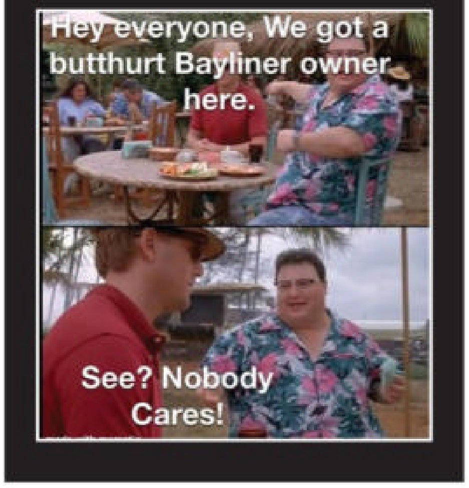
Edson took the Henry Ford approach and applied it to hand-built boats. He eschewed the high costs of offering multiple colors and engine options. Bayliner devised its signature product; the affordable boat, motor and trailer package sold as a single inexpensive unit for everyman.

This simple, genius accomplishment catapulted his company to new heights. Bayliner became the largest company in the marine industry. In fact, as many as a thousand boats per week were built in 24 plants across the United States, and eventually abroad. At the high-water mark the company's products were represented by over 700 dealers in 60 countries.


And then he said "but it's a Trophy, not a Bayliner"....




BAYLINER OWNER SEES A BAYLINER MEME
TRYING TO CONTROL THEIR TEMPER


Hey everyone, We got a butthurt Bayliner owner here.
See? Nobody Cares!

As a result, Edson became understandably wealthy. And famous. Bayliner was acquired by Brunswick from Edson in 1986 for $425 million, equivalent to $1.1 billion in today's Monopoly money. Forbes magazine once pinned his estimated net worth at north of $1.3 billion. Remember that laugh that billionaires laugh? He's the only guy to ever personally amass that kind of wealth in the boat business. So far. I'm working on it.

In just 29 years, Mr. Edson went from painting plywood boats in a garage to being a modern day billionaire. And you know what billionaires like? Superyachts. Mr. Edson liked superyachts, too, it turns out.

In 1992, he bought a majority stake in Westport Yachts and applied his thinking to building more value into the superyacht sector. His 164-foot Westport, Evviva, on which he cruised extensively while looking down at Bayliners jumping his wake, was perhaps the biggest thumb in the eye of all ye Bayliner haters.

In 1993, Edson was inducted into the National Marine Manufacturers Association Hall of Fame.

Need more to mock? Since 2003, Edson and his wife Charlene have given more than $65 million to Arizona State University. One $5.4 million gift "formed an endowment that gives ASU students the opportunity to pursue their creative and business goals by providing seed money to help them along in their entrepreneurial quests." Through the J. Orin Edson Foundation, Orin and Charlene have supported the Fred Hutchinson Cancer Research Center and the Mayo Clinic.

So while we poke fun at the lowly Bayliner, we should also respect the great American success story that was Orin Edson and the Bayliners that paid for his superyacht—and a lot of higher education.

J. Orin Edson passed away in 2019. Respectfully, I'd guess he was still laughing all the way to the bank. ❒

COMFORT³

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We use only the highest grade Vinylester resin in the hull and carbon fibre in the deck and superstructure.

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LOA: 55'6"
Beam: 17'6"
Draft: 4'6"
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Fuel: 1,200 gal.
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Cruise speed: 34 knots
Top speed: 40 knots
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NEW BOATS

JARRETT BAY 56

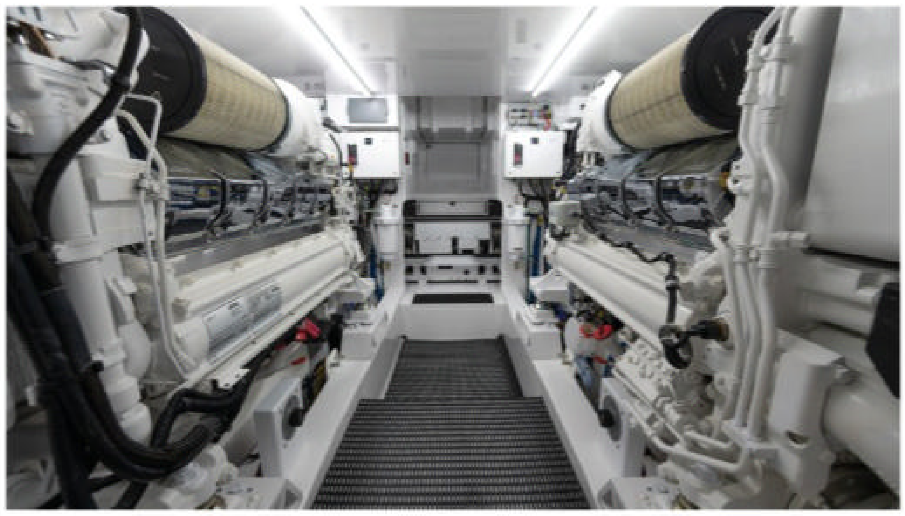
JARRETT BAY SET OUT TO BUILD ONE MAN'S ULTIMATE FISHING BOAT.

"So this is the battle station," says Capt. Brian Tambone. "Pretty much everything has its own perfect location and is safe in rough seas, and everything is neatly organized and labeled."

Tambone is standing in the cabin of a remarkable Jarrett Bay 56, giving a tour of one of the coolest tackle centers you'll ever see. He's the skipper of Renegade, a boat that's taken center stage in his work life for the last year and a half. Tambone's an experienced captain and angler who has worked the waters from Florida through the Caribbean and Central America. He was brought on about halfway through Renegade's build when the owner decided to employ a full-time captain with deep technical knowledge who could ensure the boat was spec'd out for pretty much any angling situation—even those requiring helium.

"You know, South Florida, in the wintertime, is big on sailfishing with kites," Tambone says. "That's really one of my specialties. I like to have helium tanks in case the wind isn't strong enough for the kites—put a helium balloon on the back to suspend the kite in the air. So, we have a tank mounted in the engine room and a whole plumbing system with a hose that comes out in the cockpit. You can fill the tanks right in the cockpit rather than having helium tanks just rolling around."

Blindingly polished, the walnut "battle station" is a specialized starboard storage nook just off Renegade's galley. It was designed by Tambone and brought to life by Jarrett Bay craftsmen and Karl Allen of Riptide Boatworks. It holds, pretty much, every rod and reel assortment—both manual and motorized—you could wish for. Each of the 30 rods was hand-built on commission by Carl's Bait & Tackle in Ft.



Lauderdale and carries an inlaid Renegade logo. Adjacent is an equally custom-built cabinet filled with an exquisitely organized collection of weights, leaders, lines and hand-spools. A litany of hand-made fish summoners by Andy Moyes Custom Lures are lined up for everything from bottom feeders to tarpon and billfish. Everything is locked with positive latches and everything is labeled for quick access. It's just a thing of beauty.

On top of Tambone's additions, the 56 was expertly conceived by Jarrett Bay's designers and the owner. The belowdecks area is a two-suite layout—with a forward master, starboard twin bunk staterooms port head and a fully outfitted, Sub-Zero equipped port galley. Everything is swathed in walnut. During the design process, much of the boat—from the galley and head to the staterooms to helm—was mocked up in sculptable foam. This allowed experimentation with the layout and configurations and exacting heights for beds, countertops and even the toilet.

Taking in Renegade from the dock, you would assume the owner commissioned a convertible with a traditional flybridge, but he wanted more than that. Stepping onto the teak decking into the salon, you discover Renegade bears a full, climate controlled lower helm. At both the flybridge and lower helm, the owner specified three 22-inch-Garmin displays with a full supporting electronics package from Atlantic Marine Electronics to handle the myriad of switching functions. Rather than being set forward, the salon helm sits back far enough to allow for a comfortable, forward U-shaped dinette whose table can be lowered to create an additional sleeping spot. Not surprisingly, that dinette also hides 8-foot rod storage lockers. It sits across from a full wet bar, under-counter Sub-Zero refrigeration and a 50-inch flatscreen that rises from beneath the countertop.

Rearward of the helm, Renegade is again, all about fishing. Beneath the mezzanine seating area lies a 35-gallon bait freezer. There's another tackle cabinet with a Kenyon grill to sear your catch. Depending on your quarry, the Release Marine fighting chair in the center of the cockpit can easily be switched out for a Release rocket launcher. She's

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got a 50-gallon ice dump and a 120-gallon in-deck fish box hitched up to an automatic ice machine. The transom holds a 100-gallon live baitwell with a glass front, along with hidden tuna tubes under the covering boards. The one-piece windshield and side windows are simply massive, with excellent sightlines.

Lifting the cockpit stairs reveals a spotless engine room with ample headroom, exceptional attention to detail and easy access to wiring looms, filters, twin 1600-hp MTU M96 engines, an oversized Seakeeper 18, a Northern Lights 25kw generator and FCI watermaker.

Tambone fires the MTU's and motors Renegade out through the Lauderdale Jetties. The winds are mild, but the seas bear a confused, 2- to 4-foot mix of long period northerly groundswell and a shorter southerly windswell. Mashing the throttles, the boat planes in a matter of seconds and slices through the lumpy ocean at 30-plus-knots with little drama—even with the Seakeeper off. "I've driven a lot of boats in the 50-to-60-foot range," Tambone says. "This one seems to be the most seaworthy in rough conditions. The "Carolina Flair" (Jarrett Bay's signature bow curve), the sharp point of entry. When running, the bow is up a little higher than a Viking or a Hatteras, but when it does have to hit a wave, with the sharp point of entry—you think you're gonna take one in the face—and it just blows the water out that way."

The 56 was built with a pocketed hull with prop tunnels to improve her skinny water draft to 4 feet 6 inches—impressive for a 70,000-plus pound boat. Efficiency-wise, Renegade's burn rate at a light to medium cruise is around 90 to 95 gph. Maxed out near her 40-knot top end, she burns around 120.

A few miles offshore, Tambone stops and puts Renegade into the sort of hard reverse he'll see when the boat's backing down on a billfish. Despite the diesel ruckus and the swell, very little water comes over the transom. "It's very nimble," he says with a grin before kicking the throttles hard over in opposite directions. "She'll spin on a dime."

Renegade rotates with dizzying speed, as if on an axis. Tambone chuckles: "You can get after some shit with this boat." —*Chris Dixon*

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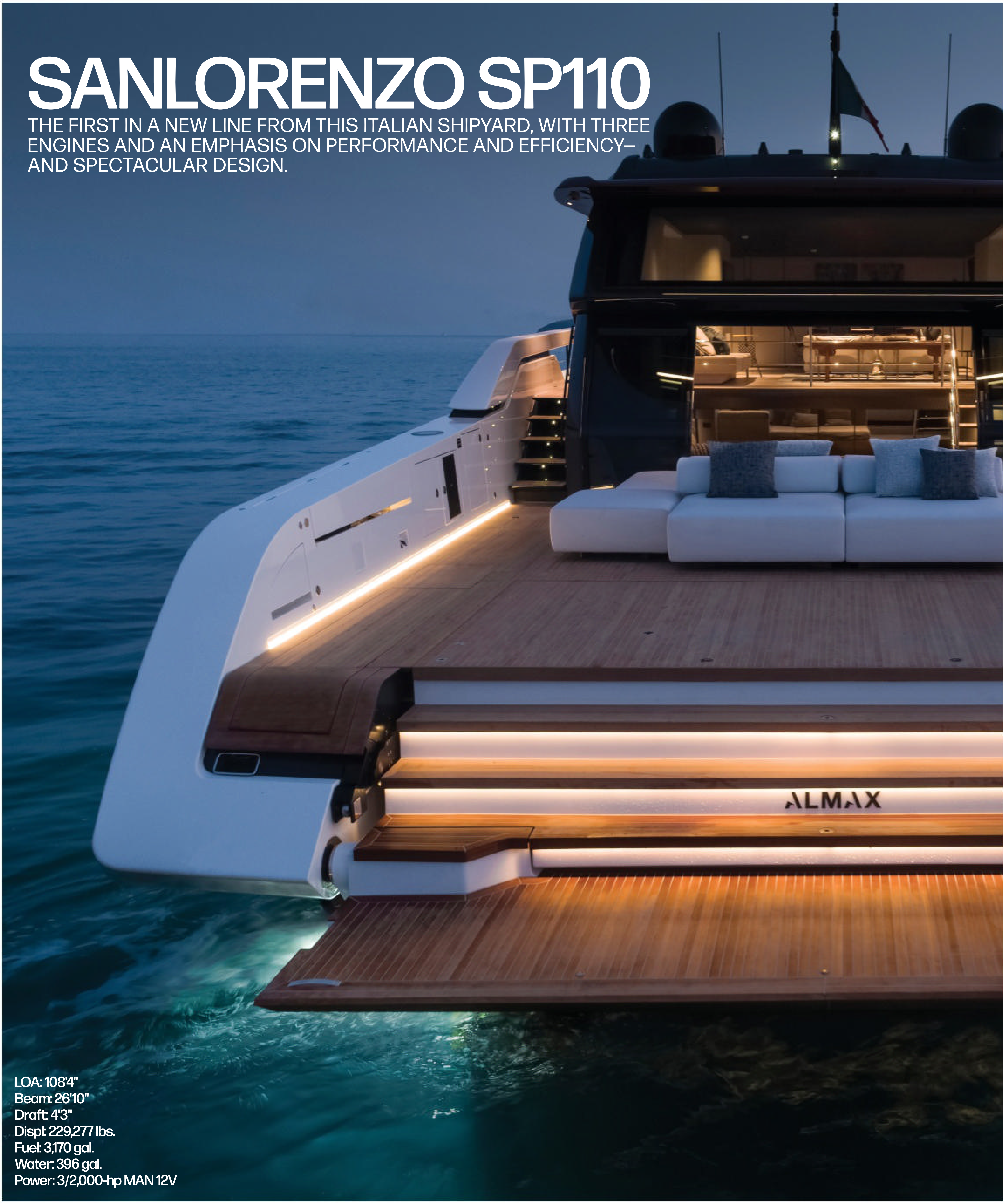
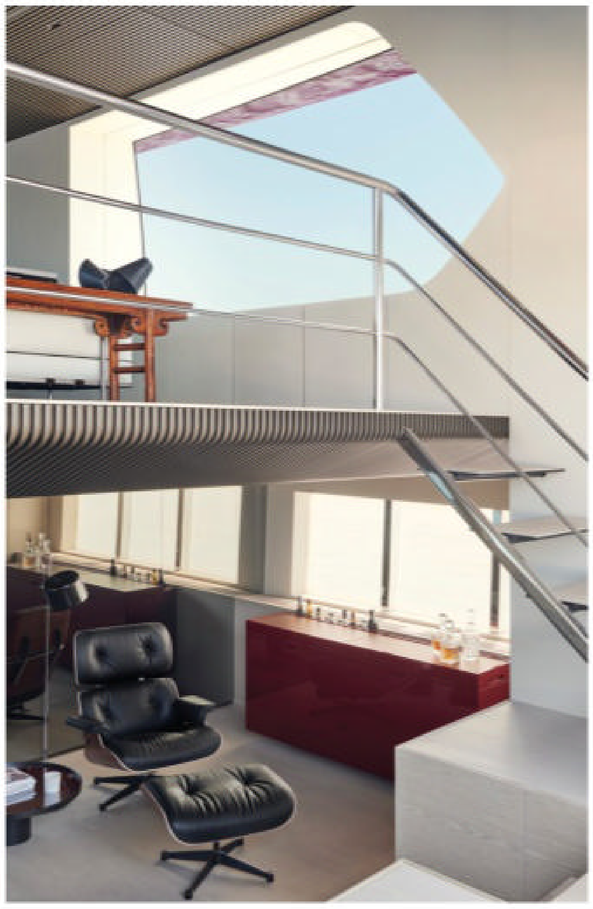
SANLORENZO SP110

THE FIRST IN A NEW LINE FROM THIS ITALIAN SHIPYARD, WITH THREE ENGINES AND AN EMPHASIS ON PERFORMANCE AND EFFICIENCY—AND SPECTACULAR DESIGN.



LOA: 108'4"
Beam: 26'10"
Draft: 4'3"
Displ: 229,277 lbs.
Fuel: 3,170 gal.
Water: 396 gal.
Power: 3/2,000-hp MAN 12V

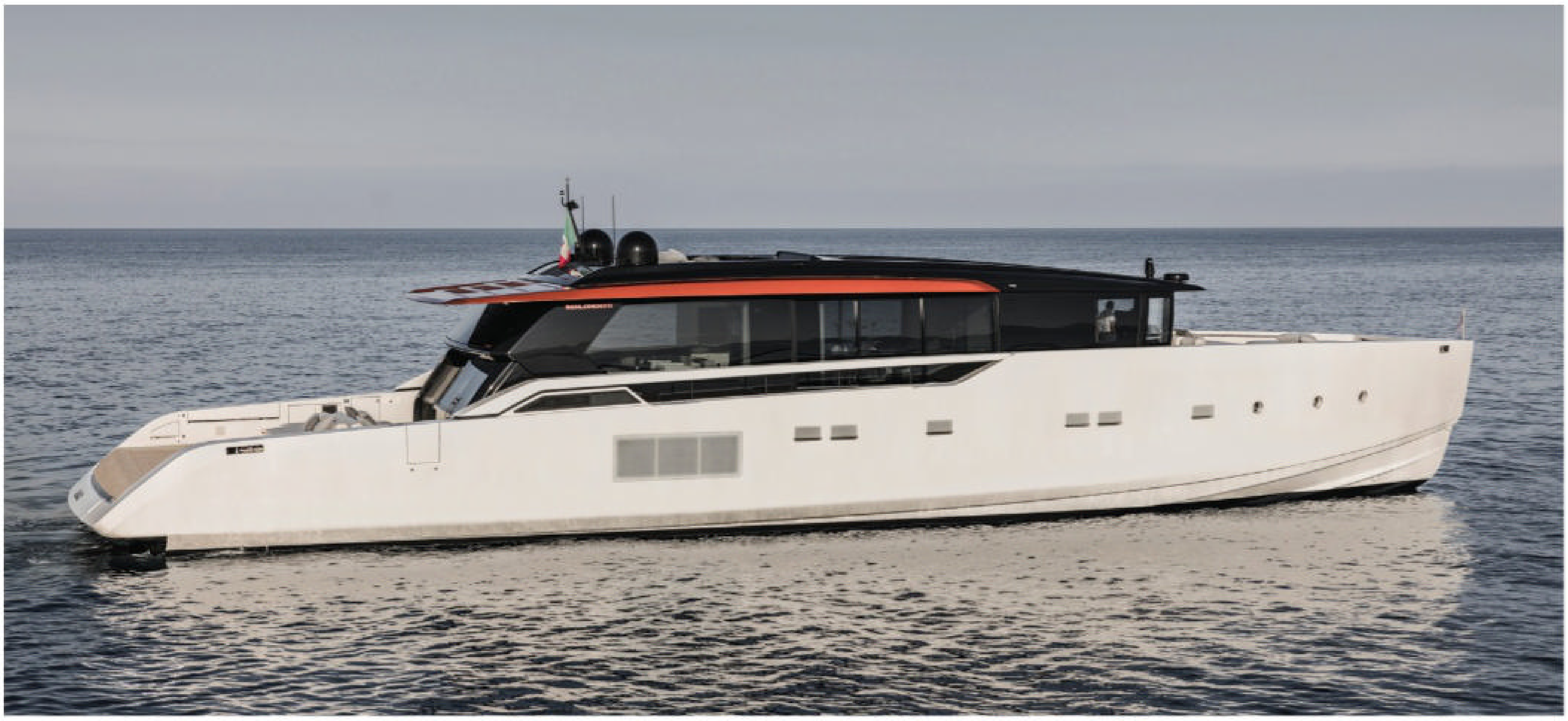


Eyebrows went up when Sanlorenzo boss Max Perotti announced that he had brought Tilli Antonelli on board. For an essentially conservative shipyard that prides itself on the elegance and quality of its yachts, it was hard to imagine what sort of contribution they could expect from the founder of Pershing—a shipyard that also prides itself on quality and elegance, but is ultimately all about high speed and handling.

And sure enough, it's hardly a surprise to discover that Tilli's initial thought for the SP110, Sanlorenzo's first coupé design, was triple 2400s and 50 knots. "But we decided that wasn't very Sanlorenzo," he smiles.

The 'SP' stands for 'smart performance' and the thinking is that with a 'fractional' triple jet-drive installation you can run symmetrically on one, two or all three engines, to optimize the yacht's performance and efficiency in any set of circumstances. According to Tilli, the most economical way to cruise in the 110 is at ten knots on the outer pair of engines—although, if you insist, running on just the fixed-drive center engine gives seven knots, and you can steer the boat using the Humphree interceptors.

The hull design has been optimized for fuel efficiency, two chine steps reducing its substantial 27-foot beam to 21 foot 4 inch



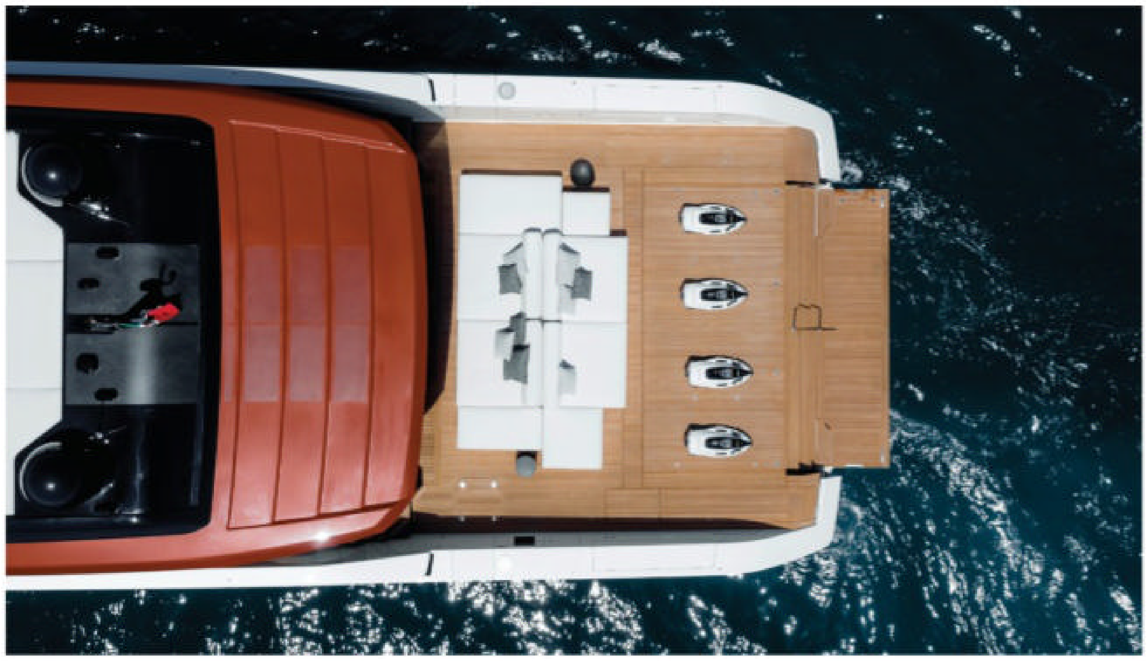
at the waterline, to lower drag and enhance seakeeping. The bow sections present a remarkably incisive entry, while deadrise lessens as it runs aft to a pretty deep-V 16.4 degrees.

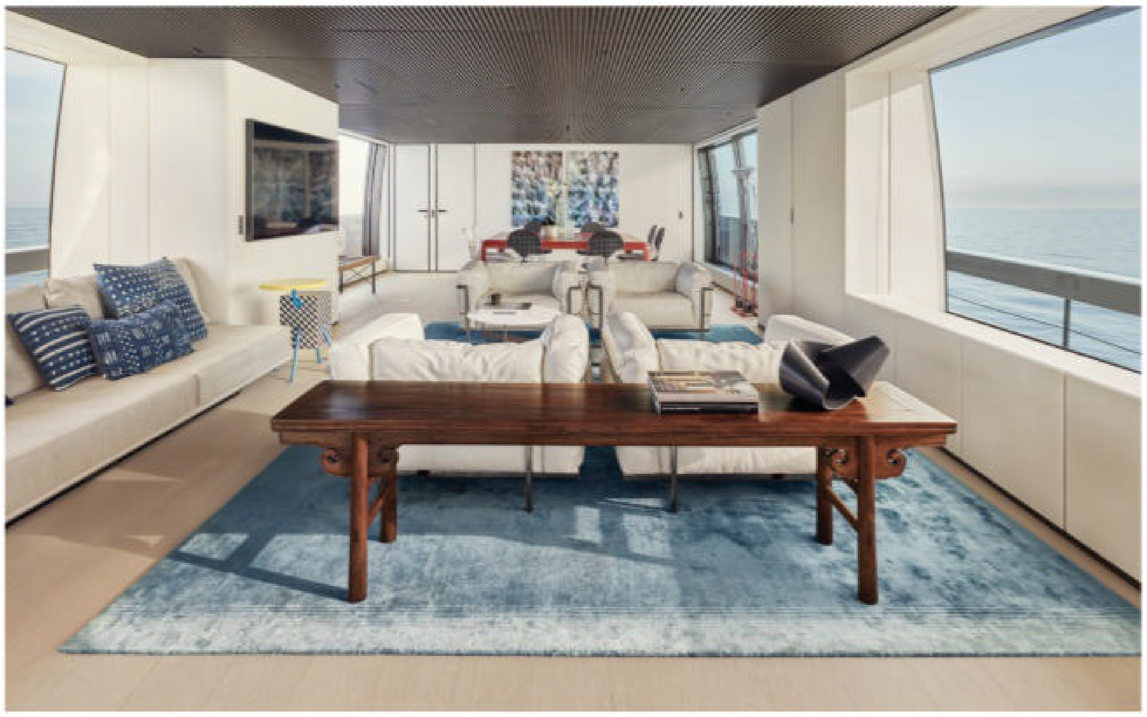
Augmenting the intelligence of its smart naval architecture, the structure of the 110 incorporates lightweight materials, while Sanlorenzo also worked with RINA, the Italian classification society, to adapt its window glass specification to allow the use of a thinner laminate. That led to a weight savings of ten percent, according to Tilli, which is not insignificant on a total glass weight of some four tons.

But let's get real. This is still a 40-knot, hundred-ton, hundred-footer packing 6,000 horsepower. "At maximum she burns 294 gallons per hour," says Tilli. "But at a sensible cruising speed, say 31- to 32-knots in calm conditions, the consumption drops to 233 gallons per hour."

If you're wondering what's sensible about that, and thinking that maybe this is not the boat for you, hold on just a minute. Nothing about the SP110's naval architecture, propulsion, performance or engineering can hold a candle to the sheer chutzpah of its design. The exterior forms, by Zuccon, are deceptively simple. The profile shows just a hull with a deckhouse on top. But somehow, the three-dimensional reality of the 110 made it a true head-turner on its launch at the Cannes boat show, and one of the coolest boats on display.

The interior layout, courtesy of Milan architecture studio Lissoni & Partners, is a veritable tour de force. It is reminiscent of the same designers' work for Sanlorenzo's Bluegame brand, although according to Tilli





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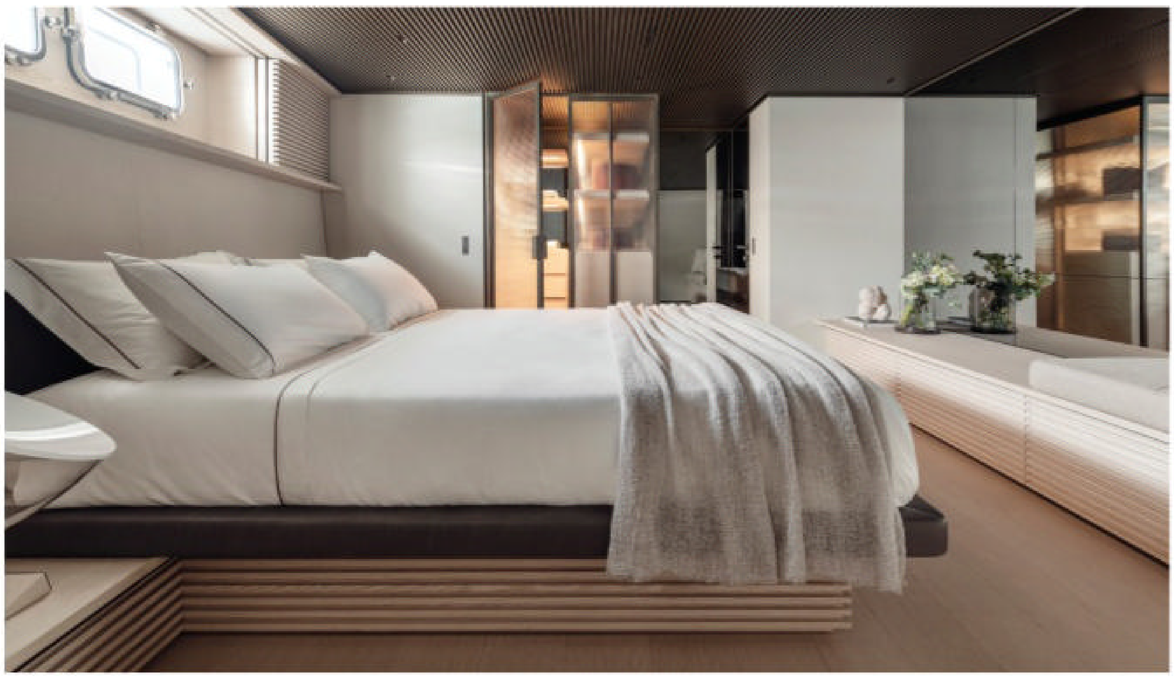

development of the SP110 began earlier, so his baby deserves the credit. The open aft deck is broad, flat and unencumbered—the tender hoist is a U-shaped gantry that disappears completely beneath the teak—and from there you can either head down to the low-level private aft salon, or up to the raised main salon above. Both are open, so there is no impediment to the view aft. And from the aft deck seating you can still feel that you are in nominal touch with everyone inside, whichever level they happen to be on.

It is a very clever piece of design—the balustrade gives the upper saloon the feel of a balcony, and is quite unlike anything I've ever seen on a yacht before—because it not only looks absolutely stunning, it's also practical and sociable.

The remainder of the interior spaces are slightly more conventional. The galley lies athwartships, forward of the main salon, and leads on to a separate wheelhouse with deck access both sides. There is also a small fold-away helm station up on the roof, which is fun, and the foredeck seating area is a generous expanse.

As configured on this first example, the SP110's lower deck layout provides a matching pair of well-proportioned VIP cabins amidships, each side of a central corridor, and a pair of additional cabins just forward. It's always useful to have four cabins, but to complicate matters this area can be fitted out instead as a large full-beam master suite, should you so wish. Which could be spectacular.

But don't sweat the small stuff. The SP110 is spectacular anyway. —*Alan Harper*

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JEANNEAU DB/43

THE U.S. VERSION OF THE JEANNEAU DB/43 MADE ITS DEBUT AT FT. LAUDERDALE. SEE WHY THIS YACHT MIGHT JUST USHER IN A NEW ERA FOR THIS BRAND.

LOA: 42'9"
Beam: 12'6"
Draft: 3'1"
Displ: 31,042 lb.
Fuel: 211 gal. inboard, 342 gal. outboard
Water: 66 gal.
Power: 2/Volvo D6 380-hp, Duoprop sterndrives, 3/350-hp Mercury Verados
Price: $731,000

The latest in a burgeoning crop of stylish European T-top sportsboats, Jeanneau's DB/43 IB was launched at last Fall's Cannes show and features naval architecture by Sarasota supremo Michael Peters, and an edgy modern design from the Garroni studio in Genoa. The outboard DB/43 OB debuted at the Ft. Lauderdale Boat Show in October.

Both models feature a two-cabin, one-head design in standard form, with a surprisingly roomy interior. There is no dinette or seating area on the lower deck, and therefore nothing to get in the way of its roomy, full-beam amidships cabin and the bow master suite. The forward cabin has much better headroom – 6 feet 4 inches at the doorway, compared with crouching clearance over the floor in the mid-cabin of 4 feet 7 inches, and just 2 feet 6 inches of crawling space over the bed. But the beds in both are a good 6 feet 6 inches by feet 4 inches, and the mid cabin also has a sofa or extra berth along the starboard side.

At the bottom of the cockpit companionway the lower galley—or 'breakfast point' as Jeanneau describes it—offers some extra worktop and stowage space, with the option of a microwave, fridge and coffeemaker. In the alternative layout, this area is occupied by a day head, allowing the starboard head to become the ensuite to the forward cabin.

The DB/43's cockpit area is the real talking point—particularly its unfolding bulwarks port and starboard, which dramatically increase the deck area. Their guardrails are slightly

whimsical, just four poles strung together with rope, but the sockets for the swimming ladders are sensibly mounted forward, to help keep swimmers away from the props and aft platform.

The practicality of the DB's design is a particular strength. Its overall layout works well on both decks whether you're moving around or sitting around, but there are also numerous specific noteworthy details. I liked the cockpit table, which lies athwartships and unfolds to seat six for lunch, or eight at a pinch, and the open-air galley is well-equipped and within easy reach. Right up on the bow, a neat little fiberglass table can be quickly mounted in its stainless steel bracket to support your gin and tonic. This would be a great place to sit to enjoy a little privacy when moored stern-to or, especially, at anchor as the sun sets. The partitioned chain locker is big enough to swallow several fenders, and there is further useful stowage under the cockpit seats.

There were also good handholds in places where you would hope to find them, such as at the break in the side decks, as you step up going forward. There are glazed panels in the hardtop over the galley area, along with an opening sunroof over the helm, while a sliding canopy emerges from the hardtop aft to provide extra shade clear to the transom. A canvas package is also available to enclose the main seating areas, and there are bottle and glass holders all over the place. The moulded lid over the shore power sockets at the stern, with its cut-out

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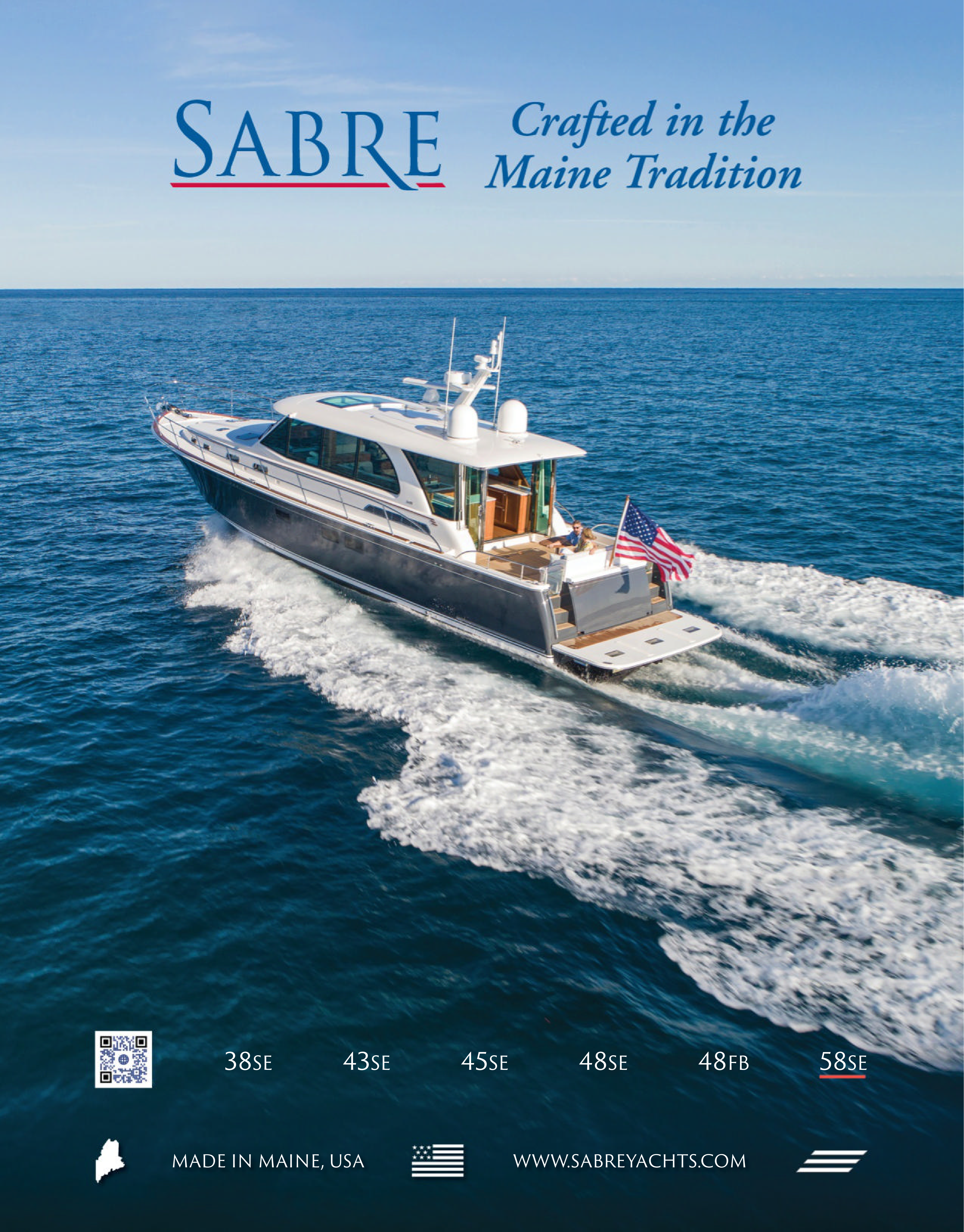
for the cables, is simple, safe, and smart. Sliding seats and flip-over backrests make the cockpit seating unusually versatile.

Less successful, at least on the IB model, is engine room access. The main hatch is under the cockpit table, which is fixed in place, so getting down there requires contortionist skills that older owners might no longer possess. Once you're installed, service and maintenance access is pretty cramped but not impossible. Headroom, naturally, is in short supply.

This of course, won't be an issue with the outboard version, and triple 350-hp Mercury Verados hanging off the stern will suit many owners intent on using the DB/43 as a dayboat. But a pair of battle-hardened Volvo D6 inboard diesels, coupled to Duoprop sterndrives, does make an appealing package for more long-term cruising adventures, even if a fuel capacity of barely 200 gallons might curtail them slightly.

The DB/43 has been independently clocked at 33 knots with the inboard engines, and offers economical fast cruising at 25 to 26 knots. For the outboard version, Jeanneau claims speeds approaching 40 knots—and with its bigger, 342 gallon fuel capacity, with a light hand on the throttles, it will have better range. —*Alan Harper*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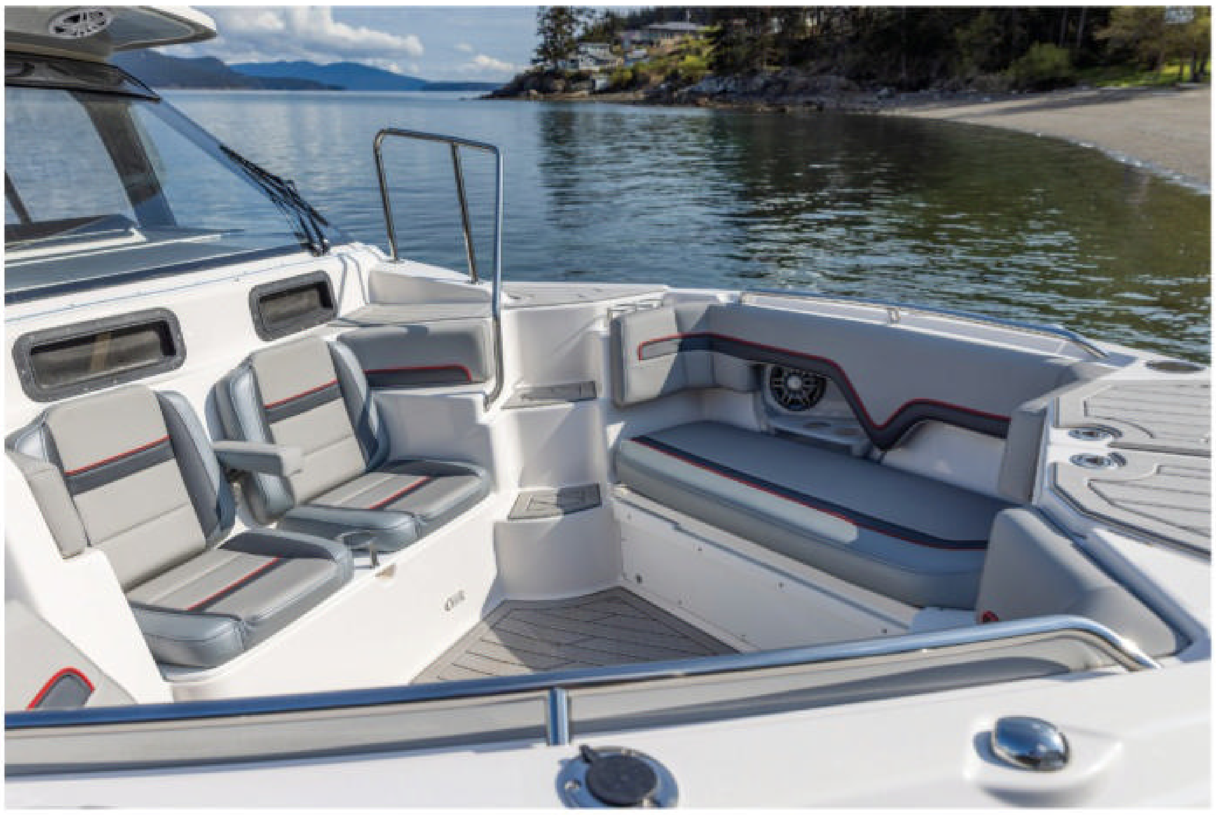
SOLARA S310 CW

A NEW LINE OF BOATS FROM THE BUILDER OF RANGER TUGS AND CUTWATER BRINGS A FRESH APPROACH TO THE WALK-AROUND CATEGORY.



Boat builders have to be equal parts manufacturer and fortune teller. It can take years from the point an initial concept is rendered until a boat debuts at a boat show. In that intervening time, trends and technology can change, and, of course, the fickle nature of the boat buyers can shift too.

All of this came to mind while walking through a boat show recently, when I came across an attractive looking walk-around sport model I hadn't seen before. While admiring it, I couldn't help but wonder who this brave builder was, introducing a new model into an already crowded market. As soon as I learned who was building this new boat, my concern was left in the wake: Fluid Motion, LLC, the builder of the highly successful Ranger Tugs and Cutwater brands. This is a builder who has figured out the secret sauce, largely by listening to their customers and understanding what they want.

Boats—even the best ones—are a compromise. When I think about my favorite boats, they had the most of what I liked, and I could tolerate what I didn't and I've often wondered why a builder doesn't take the best features of different brands and models and roll them into a single boat. Well, it seems Liquid Motion aimed to achieve just that with the Solara line.

The Solara S310 CW is an open style walk-around large enough to take the whole family out for the day, but nimble enough to feel you have somehow comfortably loaded everyone not into the family station wagon, but a sports coupe. They also managed to load features into this boat that I didn't even know I wanted—until I saw it.

Let's start with the advanced design in the solid fiberglass double-stepped hull, which reduces drag while increasing speed and efficiency. To further enhance performance,

LOA: 30'10"
Beam: 10'
Draft: 2'1"
Displ.: 10,500 lb.
Fuel: 200 gal.
Water: 41 gal.
Power: 2/250-hp Yamaha F250s

GARMIN
SOLANA

Solara incorporated laminar flow interrupters into the S310 hull which improves stability in turns. The standard twin 250-hp V6 Yamahas give this boat a range of approximately 300 nautical miles at a comfortable cruise speed of 30 knots and an impressive 50 knot top end.

Solara knew what their customers wanted when designing this boat—an all-sport platform for getting family and friends out on the water for whatever activity they could imagine. With this in mind, Solara was sensitive to not have any cleats, bow rollers, or hardware in a position to snag a foot or swimsuit if you're practicing your cannonballs. The bow roller and forward ladder are contained inside hatches, which makes it a breeze to disembark and reboard on a beach. With an electric windlass also fully concealed, anchoring off the beach to play for the day or holding tight in your favorite fishing spot will be effortless. Rather than a full-circle walkaround, the center console is actually offset. You walk forward to aft along the starboard side. The port side is simply an enclosed portion of the console.

If you're bored with fishing for the day and want to enjoy your kayak or paddle board for a while, just pull one down from the handy hardtop rack perfectly set up for carrying all your favorite toys. Just forward of the sport racks is an LED light bar to safely guide you back to the dock after dark. If clouds and rain interrupt your sunny day, just relax behind

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the helm, and turn on the wipers.

Solara didn't just design the S310 CW for day use, this is an open design with comfortable accommodations belowdeck. Equipped with six lithium batteries, you can keep the air conditioning running for hours on end, freeing the need to complicate the boat with a generator. With the optional solar panels and you can keep the boat constantly charging too. The standard-equipment 3,000-watt inverter will also power all of your AC electrical needs.

The Solara team was also proud to point out that there are no mechanical or electrical connections impeding the swim platform, saying most outboard boats have rigtubes and cables taking up much of the space between the engines and the transom. The S310 has a 90-degree fitting made specifically for them, so they can hide all of engine's connections. They call it their clear path swim step, so even with two large outboards, you can access both sides of the swim platform.

Built at their factory in Arlington Washington, Solara is able to bring this boat to market for $350,000 fully featured—considerably less than any comparably equipped boat I've seen. I could go on writing about her accoutrements for way more pages, so I'll conclude with saying, if you're looking for a mid-sized walk-around multi-purpose sport boat, you won't find one more thoughtfully equipped than the Solara S310 CW.

—*Bob Arrington*

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GREAT EXPECTATIONS

A LATE-FALL SHAKEDOWN PROVES THAT TIARA'S FLAGSHIP—THE EX 60—HAS SUBSTANCE TO GO ALONG WITH HER STYLE.

BY DANIEL HARDING JR.

The October winds off Lake Michigan deliver a refreshing chill, like a deep breath after using mouthwash. Chicago beckons ahead as the Tiara EX 60 and her crew chugs ahead at a steady 21 knots into a steady three-foot chop. It's a site that tugboats and cargo ships have soaked up for hundreds of years as they maneuver their wares towards the mouth of the Illinois and Mississippi Rivers.

For centuries Ol' Man River, The Big Muddy, Old Blue–and many other endearing and not-so-endearing nicknames for the Mississippi—has been the main artery for our country's commerce.

Our trip, a leg of the delivery of Tiara's EX 60—the builder's largest boat to date—from Holland, Michigan to Florida would trace storied waters. It would be a trip not without challenges. The first foe the delivery faced was the epic fall winds of Lake Michigan. I grew up on the Atlantic and had not yet earned true respect for the fury of the Great Lakes. That changed when the forecast for our original departure date called for seas near 20-feet and gale-force winds.

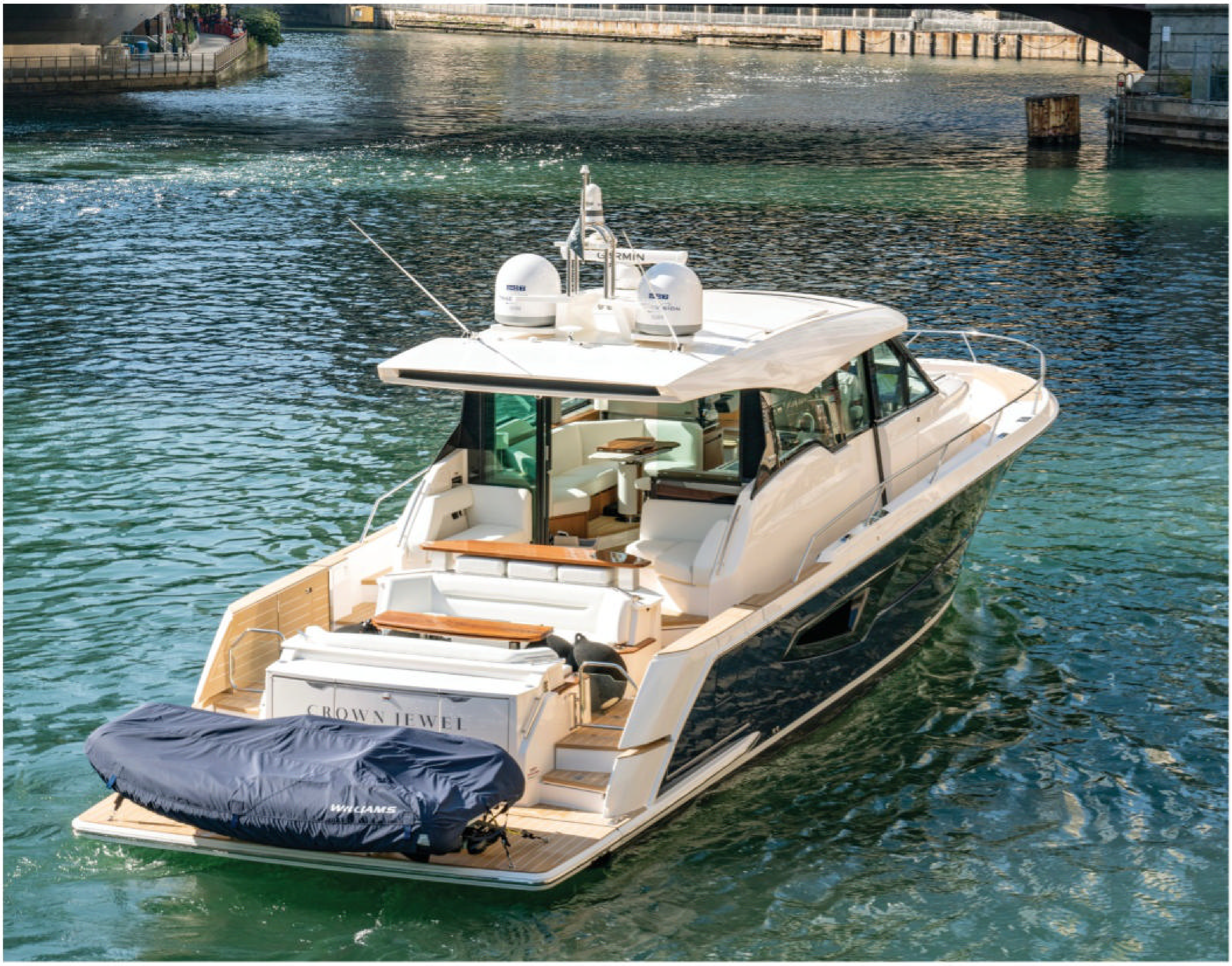
This forecast reminded me of the story, and Gordon Lightfoot's ballad, about the ill-fated freighter *Edmund Fitzgerald*. I pushed thoughts of the Titanic of the Great Lakes (Midwesterners love a good nickname) from my mind as I climbed aboard the EX 60 in the early morning hours. It was pitch black so I couldn't fully appreciate the strong profile or high bulwarks of the new flagship. I could, however, appreciate the unbelievable amount of stowage the boat possessed as I helped to stowe K-Cups, deli meats, drinks and everything else a hungry crew could want. The crew and I joked at how every nook and cranny of the boat was filled with snacks, but truthfully, helping stow supplies left me with a respect for how this boat is designed to give every inch of possible space back to the owner.

I was also impressed with how incredibly comfortable the salon settee was as we idled towards the starless blackness of the lake. The initial plan was to run the 60 diagonally across the heart of the lake in a direct route to Chicago for a photo shoot. After 10- to 15-minutes of pounding through tightly packed 5- to 7-footers it became obvious: The boat was up for the challenge, but the crew, not so much. We pivoted and instead ran down the coast.

Prior to our departure the 60 had endured brief trials on calm seas but she had not yet been tested in angry, real-world conditions. It was thus, a shakedown of the highest order, made more intense because unlike other Tiaras, the topsides were secured to the boat at a partner

LOA: 60'3"
BEAM: 16'11"
DRAFT: 4'
DISPL.: 53,350 LB.
FUEL: 700 GAL.
WATER: 150 GAL.
CRUISE SPEED: 26 KNOTS
TOP SPEED: 38 KNOTS
POWER: 2/1,000-HP VOLVO PENTA 1350

ALEX SLIKKERS



ALEX SLIKKERS

Part express cruiser, part motoryacht, the EX 60 doesn't fit any one category precisely, which explains why Tiara adopted the Adventure Series moniker.

facility located on the lake and not at their inland facility.

Despite hours and hours of abuse from the wind and short-period swells, there was only one failure: A single stubborn drawer refused to stay locked. A piece of tape solved the issue until a longer latch screw could be sourced.

The sunrise behind towering dunes on the shoreline brought welcome relief, for this crew member at least. Being able to really see the seas ahead offered a sense of equilibrium. The 60 has room for four unfamiliar adults in two bench seats to look forward. Capt. Tony Gillis and his wife Mary sat behind the helm to starboard and I stretched out on the seat to port and let my mind wander while occasionally swiping at the MFD before me. I thought back to a summer afternoon when I tested the builder's 43 LE on the Lake a few years prior and seared the soles of my feet on a hike up the dunes. This was a different kind of day and a different kind of boat.

Oftentimes when a builder launches their biggest boat to date, you are left with a feeling that it was designed to be bigger for the sake of being bigger. Not so on the 60. It's big and beefy but somehow maintains the aesthetic that I admired on the 43. With the windows and sunroof open and the fold-down gunwales deployed, the connection to the water feels similar in some ways to Tiara's center consoles and certainly their smaller express boats. And on a cold, windy day in October, I was thankful for the option to be fully ensconced in climate-controlled bliss. I will admit, I felt awfully soft when we passed a couple of brave (some might say crazy) fisherman out in a small bow rider, but on this blustery day, I was happy to trade toughness for warmth.

As the day began to defrost and the seas lost a bit of their bite, we fell into a comfortable 21-knot cruise. The fasten seatbelt sign was off and we were free to move about the cabin, and maybe dip into some of those previously mentioned provisions.

Grabbing some fresh air in what I would call the upper cockpit, I stared at our wake for a while and imagined owning this boat and taking it to a quiet cove. The cockpit could easily serve as a party platform for a couple dozen people soaking up the sandbar life, but in my mind, this is every bit a multi-generational family space. Fold down the massive gunwales and you can watch kids jump and swim the day away. At the lower cockpit table, you could have eight or more enjoying lunch while avoiding the splash zone.

My favorite feature of this space is a high-lo table with loose furniture that would be the perfect spot to enjoy a sunrise cup of coffee with the newest issue of *Power & Motoryacht*, and in the afternoon, you could lower a television, raise the table to bar height and enjoy a cold beverage. This cockpit space fits what I would personally be

FRED A. BUSSE 41

On the day of our shake-down cruise, the Windy City lived up to her name, yet it was evident, the best views of the city are from the water.

looking for better than any other boat in this range.

Throughout the cockpit, salon and side decks, Tiara employs a synthetic teak from Teakdecking Systems that feels nice underfoot and gives the yacht a sophisticated look; it really is amazing how far faux teak has come in recent years. On the maintenance side, I'm told one coat of sealant a year will keep it protected.

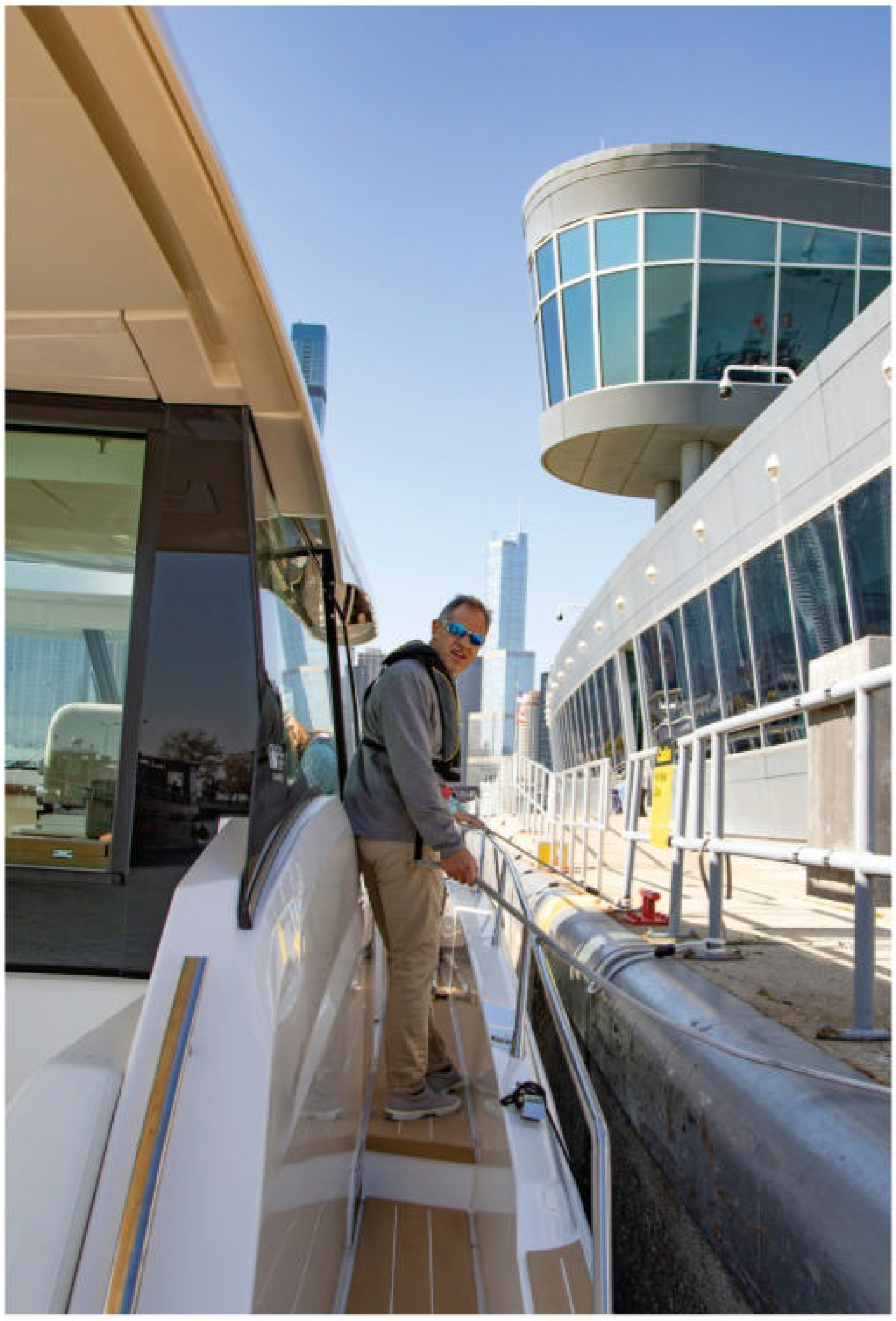
Making our final approach to the Windy City, I was able to catch back up with Tiara's Manager for New Product Development Chris Caropepe, whom I'd had the chance to meet along with his two sons on a previous Lake Michigan adventure. Not unlike in his actual role as a father, Caropepe carefully oversaw every stage of the 60's development and boasts unmistakable pride in the new flagship. With the roughest stretch of the journey presumably in our wake, I watched him breathe a sigh of relief as he opened up about what it was like to see this model from concept to fruition.

"Our owner group came to us with a list and within that vision was that they wanted a boat that's uniquely Tiara, has big water capabilities, pays particular attention to noise, vibration and harshness," Caropepe said. "It's got to be fast; it's got to be nimble. So, we took all of that into account. At the same time our Coupe series has had quite a life. We're becoming known for our opens, right? That was our bread-and-butter boat for years and years. So, we said, how do we blend those together to make what might be the next member of the family?"

Caropepe explained that they took everything learned from building their Coupe series and outboard boats and melded them into this all-new adventure series. "The lines between indoor space and outdoor space are a big part of that," he said. "And then you can tell that by the flooring that we've used and how we've opened it all up—and in the cabin, got rid of any low hanging cabinetry so it just brings the outdoors in, but still gives you a boat that you can close off with climate control and be comfortable and when things turn on."

We pulled into a lock before entering downtown Chicago. Skyscrapers cast a shadow on us and the motley crew of a 30-something foot sailboat that shared the lock. I polished off a blueberry muffinwhile watching the sailors in their layers and foul-weather gear. They'd clearly just had an adventure. I guess the point of the Tiara 60 is that you can have an adventure while also being comfortable; I was happy to be on the boat I was on.

As we entered the city proper, we looked for a spot where Sales and Marketing Specialist Alex Slikkers and I could jump off and grab some photos and video of the boat. Thanks to a brave captain and IPS, we saddled up to the seawall and climbed over a railing.



After months spent carefully crafting this new yacht, Caropepe gets the chance the experience the 60 in its natural habitat.

Amidst the lunch time hustle and bustle, no one seemed to notice us or care. Thankful to really stretch my legs, we ran from one side of the river to another looking for the vantage point. From these various angles I could now fully appreciate the Tiara's aesthetics. She is indeed instantly recognizable as a Tiara but just seems bigger in every way. At one point, I carefully leaned over the side of the bridge and caught a bird's-eye view of the 60. With twin radar domes and mast, she looked like a small superyacht.

I tried my best to soak up the sights of the city, but faster than you can say "Let me grab a slice of deep dish," we had to get back aboard and underway.

We would spend the night at a riverside marina in Hammond, Illinois. With little to see but a sad, smoking-friendly casino, Chris, Alex and I found our way to a restaurant. It had a been a fun day, but a long one, and by the evening we had dropped the working formalities and chatted as friends. It was at this point, with my notebook tucked away, listening to Alex and Chris talk about bringing this boat to life that I could really appreciate how much pride they took in their work and in the 60. They'd spent years developing the framework for this model and seemed glad to be getting some early positive feedback ahead of its world premiere at the Miami boat show. I was reminded of the expression, "You don't get a second chance to make a good first impression." Luckily, as my time aboard proved, a first impression is all this boat needs. ❒

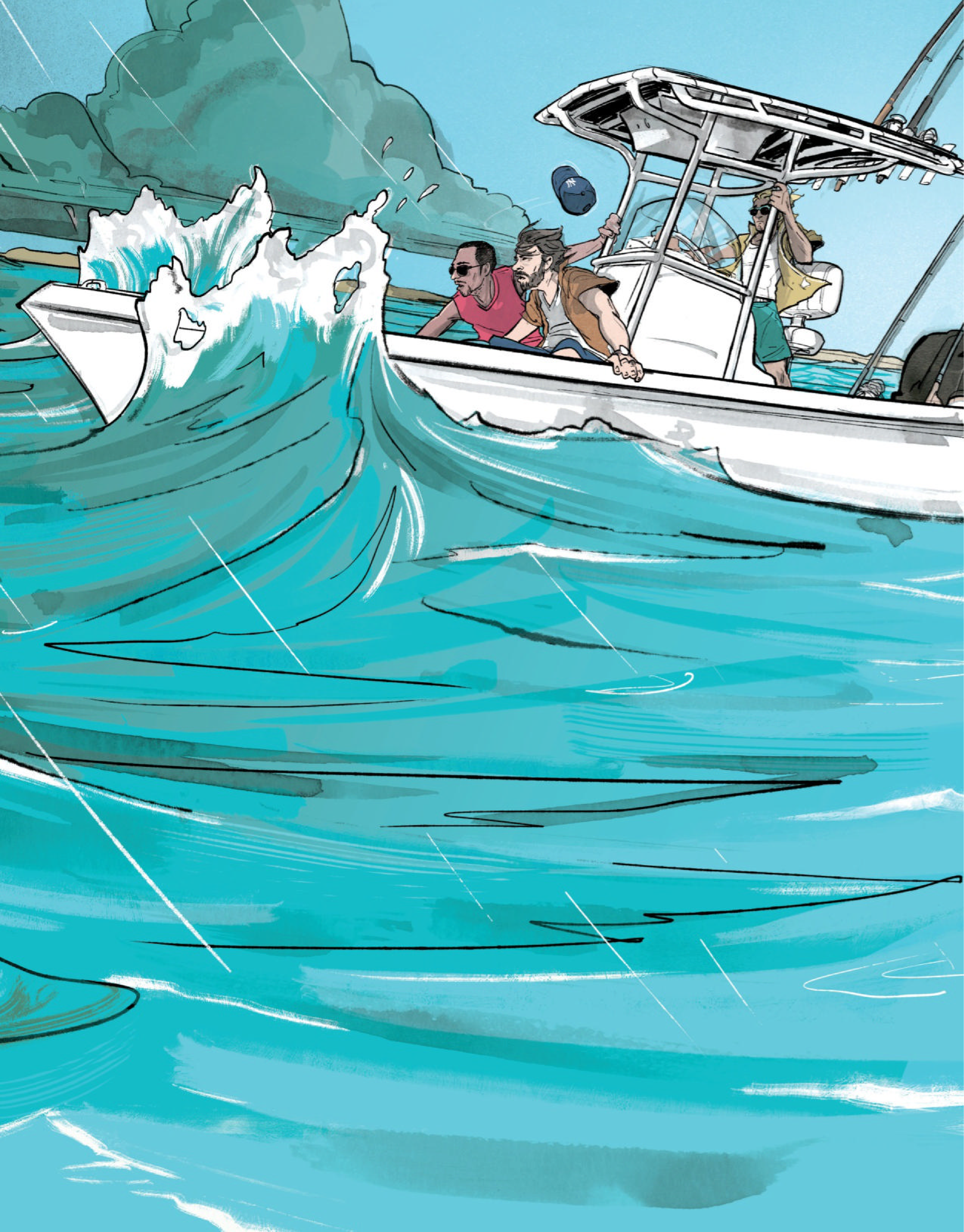
CHICAGO'S CLASSIC LADY

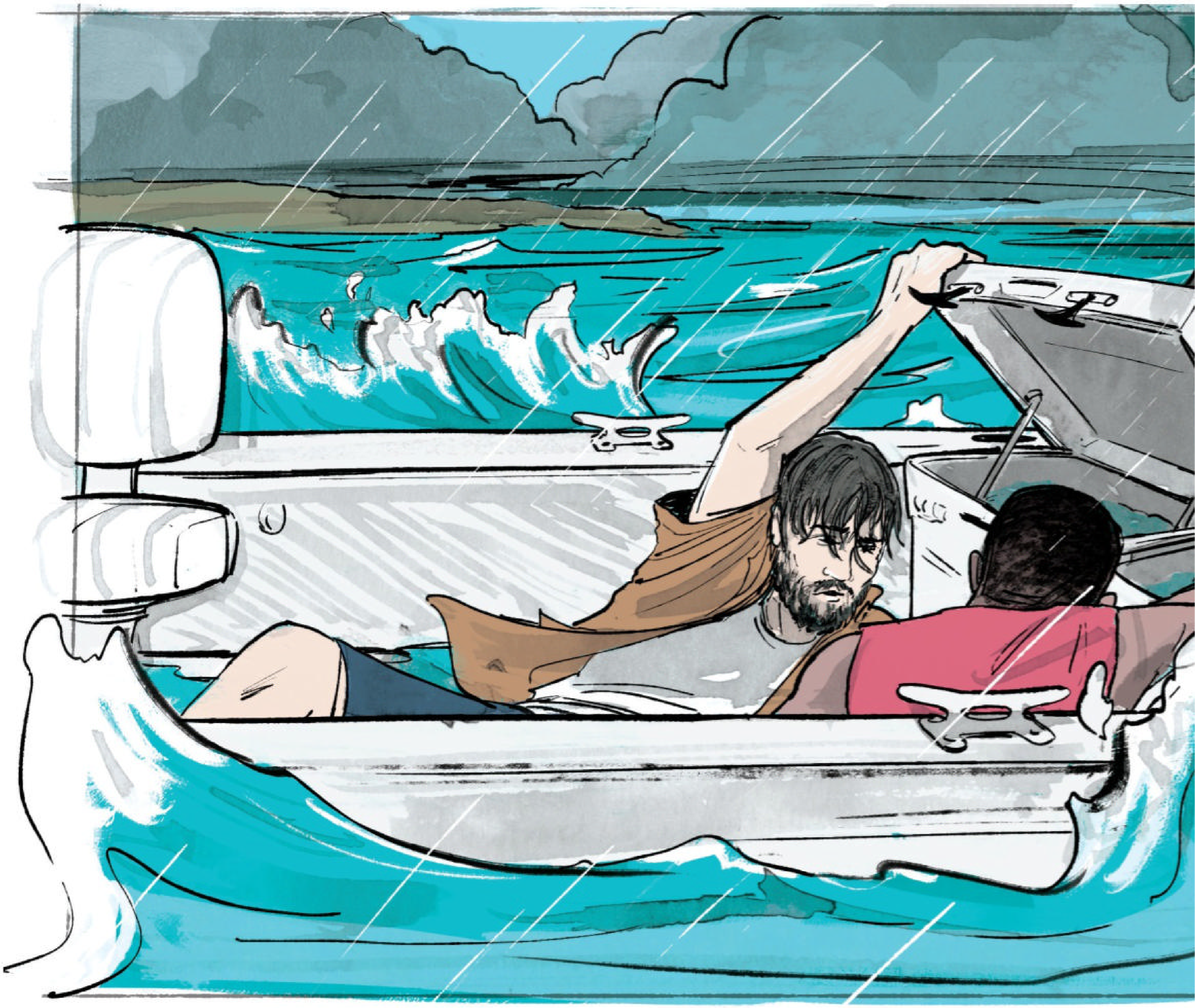
ALEX SLIKKERS

QUESTION THE "EXPERTS"

THINKING FOR YOURSELF ON THE WATER MIGHT MAKE ALL THE DIFFERENCE.

BY MICHAEL TOUGIAS / ILLUSTRATIONS BY BRETT AFFRUNTI



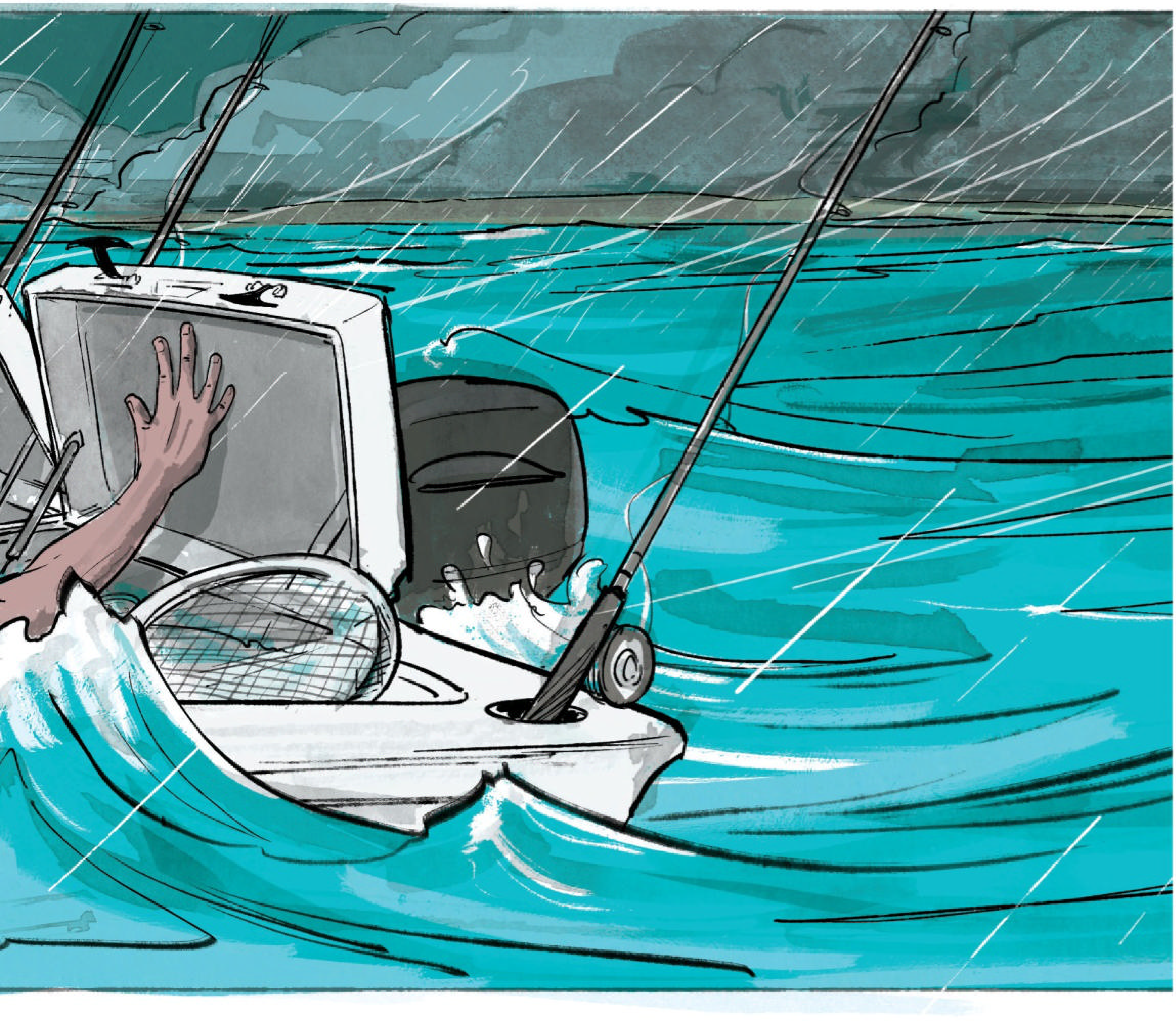


Donald was itching to get out on the water. He and a group of friends had flown down to the Bahamas to bonefish, but high winds were limiting their fishing time. Donald was from Long Island, New York and owned a boat there, using it to fish for bluefish, striped bass and the assortment of other species found in his home waters. He especially loved time on the water because of the camaraderie with friends. Those friends joked that Donald was "Mr. Safety" because he was more prepared than a SEAL Team. Donald took that as a compliment. He liked being prepared for any emergency and he always heeded the weather reports before taking his boat out.

Toward the end of his stay at the lodge, Donald and his friend Gene agreed to be guided by a local man named Kevin who operated one of the lodge's flats fishing boats. The boat was a 15-foot Hells Bay with gunwales about a foot off the water.

Kevin motored the two anglers to a nearby spot but the water was cloudy with a light chop and the fishing was poor. Donald and Gene figured they would call it a day, understanding they had no control over the weather. Kevin, however, started talking about his favorite fishing spot, and how its sand flats were in the calmer, less exposed lee of an island and that they'd find plenty of bonefish there.

The only issue with Kevin' special area was that it was a two-hour run to get there, which neither Donald or Gene knew at the time. But like almost all fishermen, hope springs eternal and they decided to give it a shot. Kevin knew the place like the back of his hand, and with his local knowledge, they hoped they would soon be fighting fish.



After a bumpy, uncomfortable ride to the destination, the men located schools of both bonefish and permit, and Donald managed to land a strong bonefish. Then rain began to fall, soaking the men and making visibility poor. It had already been a long day on the water, and the three men decided it was time to head for the lodge.

It was now 4 p.m., and Donald thought it would be a good idea to let his friends and the lodge manager know that they would be running a little late and would be back around 6 p.m. He made the call and then Kevin opened up the throttle and the men started the long trip back.

As the seas got a bit rougher, the nose of the boat, coming off a wave, was low enough that sea water came over the bow, flowing through the vessel and out the drain in the stern. Kevin eased back on their speed. Then the skies and seas conspired to make the return trip even more miserable; the winds increased and torrents of rain pounded the boat. That's when the drone of the engine suddenly ceased. The vessel had run out of gas.

"Where's the spare tank, Kevin?" Donald shouted.

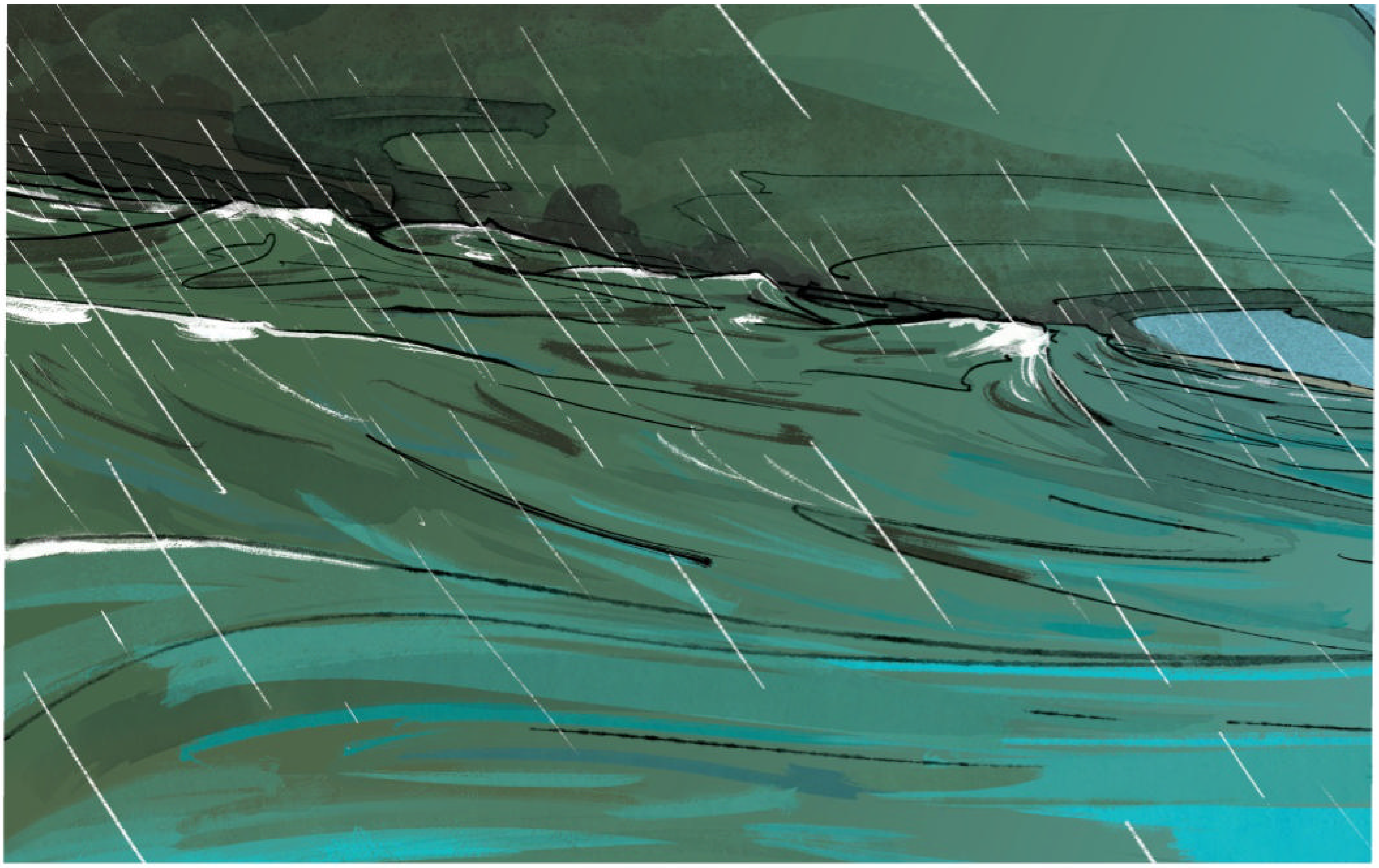
"I don't have one," said Kevin.

"What? You've gotta be kidding me."

"No, no gas."

Donald held his temper in check. Now was not the time to argue. The boat was drifting and taking on more water.

There was no anchor on the boat but they rigged a grapple hook to an 8-foot length of polypropylene line. The men held their breath and dropped it over the bow, tied the end around a cleat, and were relieved



when the vessel stopped drifting and its bow swung into the waves.

Donald and Gene looked at their phones but there was no signal. The shivering men prepared to sit tight and wait for help to come. They used the coolers as a wind break. Water continued to come in over the sides and they took turns bailing with the Tupperware container that had held their lunch.

With daylight fading they wondered how long it would be before the lodge manager realized they were overdue and a search could begin. In the distance they could see a beacon. After much deliberation, the men decided that since the wind was blowing that way their chances of rescue, and perhaps their very survival, would be better if they hauled anchor and drifted toward the land beacon.

The tactic was short-lived as the boat quickly drifted parallel to the island rather than directly toward it and they had to drop the grappling hook again. As soon as the hook bit into the ocean's bottom, the boat swung around violently and a wave hit them broadside. Then, disaster.

Within seconds the stern was submerged. Suddenly the bow reared up and the three anglers were pitched into the sea as the vessel completely capsized.

The men instinctively swam to the boat and each one found a handhold on the overturned vessel to keep them together. Their chances of survival went from probable to possible.

All three fishermen were already in the early stages of hypothermia. The cold ocean was sapping their strength as they clung to the overturned boat in the choppy seas. They tried not to think about sharks.

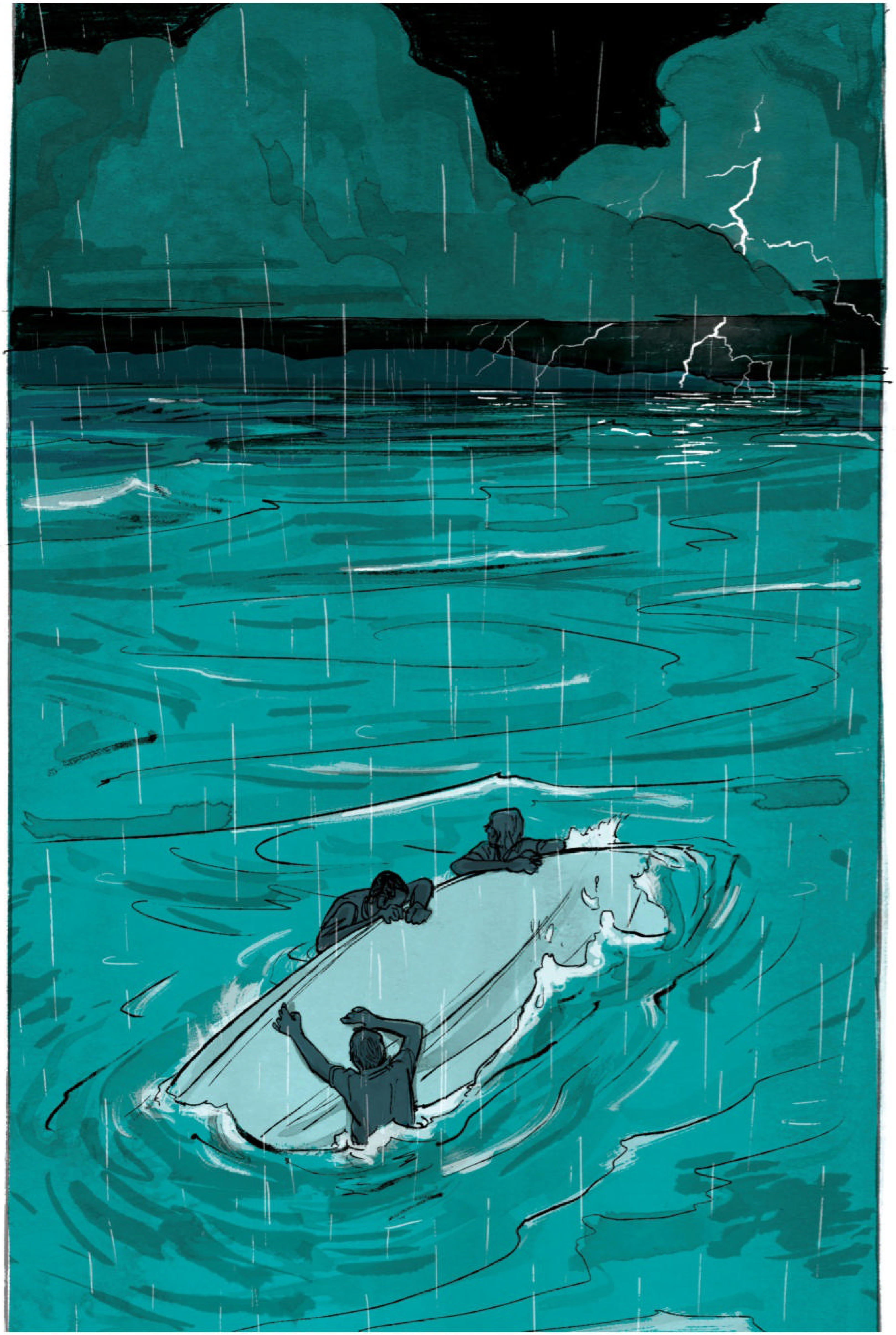
In the hours that followed, adrift in the darkness of an endless ocean, Donald prayed, thought of his family and suffered from hallucinations induced by hypothermia and dehydration.

Donald also had plenty of time to consider how he got in this terrible ordeal. He knew the answer. He assumed that the local guide knew what he was doing. The guide took anglers fishing every week so it would be logical to think that the vessel would be properly equipped and the guide would monitor their fuel. Neither turned out to be the case.

Making those assumptions almost got Donald and Gene killed. In the end he, Gene and Kevin all made it out of their nightmare at sea. When Donald's son, back at the lodge, realized his dad was overdue he started working with Donald's brother to mount a search. They hired a private search and rescue plane to comb the waters in conjunction with a volunteer plane from the Bahamas. The men were finally located the next morning, hypothermic and in shock, but alive.

What could Donald have done differently? A short conversation with the guide before they left would have been helpful because Donald, being a boater himself, could have asked about safety equipment. He might also have taken a quick look around the boat before setting out. If he had done those two things, he would have learned there was no spare gas tank, no anchor, no working compass and no safety devices on board. He might also have realized there was no EPIRB or satellite phone that every boat the lodge worked with was supposed to have.

Knowing Donald's adherence to safety on his own boat, he would have certainly thought to himself this guide is playing fast and loose, I've got to monitor his decisions. The guide may have been great at finding fish but a discussion about the boat would have alerted Donald to the fact that safety wasn't the guide's top priority. But in Donald's quest to catch fish and get the most out of a well-deserved vacation, this conversation never happened. ❐



EVOLUTION OF THE POWER CAT

A VETERAN MARINE JOURNALIST REFLECTS ON HOW FAST POWER CATS HAVE EVOLVED OVER THE LAST FEW DECADES BY CAPT. BILL PIKE

Raymarine
16.3
24.4
AQUILA

The Aquila 70 is a testament to how evolved power cats have become.

When I first cranked up my marine-magazine career eons ago, most of the big magazines dispatched editors every year to the Chicago International Boat Show. And toward the end of the festivities in 1989, in a crowded aisle of the McCormick Convention Center, a wild-haired guy approached me, got within ear-whispering distance and said, "Hey Bill, you wanna see something unusual?"

What ensued was an event that had nothing to do with the show itself. I was soon shown a newly hatched power cat—an outboard-energized 30-something with a cabin—that was stashed at a ramshackle dock, a lengthy cab ride away. A trio of true believers wanted me to drive the boat, look her over, and tell them if she was marketable.

At the time, a vessel like the Prout Panther 64 was unimaginable. And Ray Leger's twin-hulled sea chompers, while popular in the Wild West, were neither well-known nor pervasive east of the Mississippi. So, when I took a gander at my first power cat bobbing alongside—she was too wide to fit into a slip—I had no prior experience with such a thing. In fact, I don't think I'd ever actually seen a power cat before.

The sea trial results were gloomy. For starters, the boat's lofty foredeck produced an ungainly profile, and her Porta-Potti-equipped interior was more camper than cruiser. Then, once we were underway, an inordinate amount of spray blew back onto the windshield, making it hard to see. The phenomenon was called "sneezing," I soon learned, which was a troublesome issue caused when the "tunnel" created by the boat's sponsons and their interconnecting web was "a little too small" to accommodate all the water trying to pass through—the excess got sneezed forward and blown back onto the foredeck and cabin. Furthermore, the boat leaned alarmingly outboard in turns—not conventionally inboard—a disconcerting attribute my hosts blamed on the "symmetrical" (having the same shape in cross section) design of her sponsons. And finally, because of these dispiriting findings, plus the appearance of snap rolls in side-seas and a top hop that was slow-mo at best, I was constrained to predict (and correctly, I might add) that, despite her smooth

Outboard speeds, multihull seakeeping and overnight accommodations all add up to a new breed of cat with mass appeal.

ride in the rough stuff and pleasingly shallow draft, the little power cat was not, nor ever would be, ready for "prime time."

WICKED, WICKED SPEED

Some three years later, around 1992, I was having lots of fun driving and writing about the stepped-monohull speed demons of the era, from builders like Cigarette, Apache, Scarab and Fountain. And in the midst of the madness, I got a call from a well-known race boat personality, Joey Impresia. After he'd complimented me on my work as well as my obvious zest for nasal-inflating speed, he hit me with a zinger: "But how 'bout you drive our Skater Cat, Bill—she's really fast."

The offer was legit. Within days, I was standing next to a resplendent, Michigan-built power cat, a radically different animal from the one I'd driven out in Chicago. She was Porsche-like—low, sleek, and souped-up—a genuine firebreather with literally thousands of horsepower, a top speed of 120 miles per hour, and a set of knife-like sponsons that were asymmetrical, meaning curvaceous outside, slab-sided inside. Normally, Impresia throttled the boat for the famous driver, Stuart Hayim. "But you're driving today, my friend," Impresia said with a grin.

A short course in Skater Cat technology ensued. The point of getting behind the wheel, after all, was to safely "air the boat out," generate as much adrenaline-infused excitement as possible, and survive the experience. And we subsequently did all that, popping a 116-mph judder on the speedo for one, horizon-blinking moment that still lives on in my memory. But we also did something else: we proved, to me at least, that a power cat, if seriously conceived, made absolute sense. She could corner pancake-flat, lunge over waves with feline grace, go wickedly fast, and emit nary a sneeze.

FOILS AND COOKING OIL

The celebration of the Millennium brought with it a broad assortment of modifications to the basics of power cat design and the application of

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The family friendly Aquila 32 opened Bill's eyes to how much fun today's cats have become, while the 70 (above) epitomizes luxury.

hydrofoils, I'd say, was more significant than most. I gave my first foiling power cat a whirl in 2004 on a beautiful opalescent stretch of Road Harbor, Tortola, in the British Virgin Islands. Robertson & Caine, a South African catamaran builder in partnership with The Moorings, a charter outfit with a base in Tortola, had invited me to test drive their brand-new, "very interesting" vessel—the NauticBlue 464, equipped with two, displacement-type, symmetrical sponsons and two foils stretched transversely between them, one forward and fixed and the other aft and adjustable.

I did my scientific best. In identical sea conditions and with equivalent loads, I ran one NauticBlue with foils and another without, a scenario that produced very decisive results. The foiler burned significantly less fuel, especially at higher speeds—in fact at full throttle, she doubled the non-foiler's range and then some. And then, the foiler was faster, much faster. Indeed, she topped out at 27.4 knots, then upped the ante to 29 knots with the after foil tuned. By comparison, the best I could get out of the non-foiler was 19.7 knots.

Not long after the BVI expedition, my growing enthusiasm for power cats received an additional boost from another popular vessel—the Glacier Bay power cat. At the time, Glacier Bay, a Pacific Northwestern company founded by gifted inventor and boatbuilder Larry Graff, happened to be marketing a mini-array of mid-range power cats with high-speed, displacement-type sponsons and a reputation for record-breaking passages. Indeed, one of Graff's 26-footers had cruised some 2,700 nautical miles up the Pacific coast of the United States to Alaska and then crossed the Bering Strait from Nome to Siberia. Another had gone from Norfolk, Virginia to Bermuda, almost 800 nautical miles, non-stop.

To this day, Graff remains an open-minded adventurer at heart. And I found it easy to talk him into loaning me one of his 3470s for a couple of weeks so I could run a bladder full of "Bio-Blend" through her inboard diesel engines as well as a full tank of diesel fuel and compare the results.

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Whether enclosed and climate-controlled or open so you can feel the breeze between your, umm, toes, flybridge options abound on power cats.

Ultimately, I gave the Bio a thumbs-up—the stuff worked, at least in the short-term. But another surprise bobbed to the surface. While conducting the necessary sea trials, I discovered I genuinely liked and admired Graff's boat—she was transversely stable, reasonably quick and comfy in the rough stuff, economical when stacked up against monohulls of her size, dockable in an ordinary slip and, except for some snap-roll action in beam seas and a very faint tendency to lean outboard in tight corners, seriously and practically cruise-worthy.

The story doesn't end there, however. After selling his shares in Glacier Bay in 2007, Graff launched a new company the next year specializing in catamaran-esque vessels with a propulsion system called, with obeisance to its Polynesian antecedents, "Proa Power." I sea-trialed one of Graff's new boats in Seattle—she was a veritable envelope-pusher with a single diesel and, like ancient Polynesian proas, two asymmetrical sponsons, one approximately 35 percent narrower than the other. For starters, I figured the darn thing would try to turn circles endlessly due to unbalanced thrust, given that only one sponson was powered. But nope. Graff's radical but careful engineering generated reasonable, impressive, true-tracking performance. Fuel economy was excellent, handling a joy and, at least in profile, the boat looked more like a crisp, perfectly proportioned monohull than a power cat, even close up.

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THE BRAND NEW MODERNITY

To understand where power-cat design and technology stands today—and there are literally hundreds of power cats on the market, of varying size and type—requires yet one final voyage down memory lane. Back in the spring of 2013, I ran a delivery trip with two other guys aboard a MarineMax Vacations ingenue, the Aquila 484. The boat had symmetrical, displacement-type sponsons, a V-shaped "pod" hull extension between them and a layout that, it seemed to me at the time, put the seaboots to just about any monohull motoryacht of her length and displacement on the market.

We took departure from Ft. Lauderdale and, due to time constraints, I had to bail in Georgetown, Exuma, about halfway to Tortola, the vessel's final destination. Still and all, I got to run the 484 for many hours, night and day, snooze comfortably in one of her four staterooms, cook a meal or two in her aft galley, and spend a fair amount of time kicked back in her immense salon/dinette area. My conclusion after all was said and done? Besides being economical, relatively fast (top speed: 18.5 knots), and as seaworthy as a dolphin, the boat was a paragon of cruising practicality. Not long after I'd jumped off the 484 at the Government Dock in Georgetown, I remember sitting on my balcony at the Peace & Plenty Hotel, with the stars tumbling out, watching her purr off into the hazy distance with her new crew aboard, bound for "the islands," as they say. "Wow," I remember thinking, "power cats, after 33 years, have finally arrived!" The LOAs are mainstreamy, performance parameters are generally solid, and the pestiferous issues that havee dogged the breed for years have pretty much faded from the scene. ❐

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THE SIRENA 78 CAN BE BUILT TO SUIT ALL KINDS OF CRUISING PLANS. BY ALAN HARPER

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BEAM: 21’3”
DRAFT: 5’7”
DISPL.: 156,087 LB.
FUEL: 2,378 GAL.
WATER: 476 GAL.
POWER: 2/1,550-HP MAN V12

A big beauty with an efficient, semi-displacement hull, the Sirena 78 was built with spectacular staterooms, a lofty skybridge and even loftier ambitions.

The Cannes Yachting Festival is fun for a lot of reasons. The weather is usually good, and often perfect. Cannes is the first event of the fall show season, so everyone is happy to be there. And, there are boats—so many boats—to step aboard and learn about.

This year at Cannes, I found myself standing next to a distinguished-looking gentleman whom I almost recognized, but not quite. His name badge revealed that he was Germán Frers, the well-known Argentinian yacht designer. We were aboard one of his latest projects: the Sirena 78.

Throughout the years, Frers' studio has designed breathtaking superyachts, groundbreaking racing sailboats, jet-drive sports cruisers, and pretty much everything in between. The Sirena 78 is his third model for the Turkish shipyard. The yacht has a semi-displacement shape with wineglass sections, a pronounced keel for directional stability, and fairly flat panels aft for efficiency. Broad chine flats add lift.

As it turns out, the Sirena 78 almost didn't have a flybridge. Frers says he resisted adding one atop his design at first, but acquiesced to consumer demand.

"The enclosed flybridge adds weight exactly where you don't want it," he told me. "So, on this version, we have introduced ballast for extra stability—5 tons, down in the keel, along the centerline."

With the 78's naval architecture, general arrangement and profile being handled in Buenos Aires, Sirena turned to The Netherlands, engaging the Cor D. Rover studio for interior design. Linda Chevallerau was the project lead, having started working with Sirena on its 88 before moving to the 68.

"Clients liked those (68's and 88's), so we continued in that style," she says. "For me, it's all about getting the best out of the light. I also brought in a subtle Ottoman flavor—you can see it in the bedding—because the shipyard is very proud of being Turkish, and I wanted to celebrate that."

The project took about a year, but ended up coming together quite quickly, according to studio head Cor D. Rover.

"We like working with Germán," he says. "Interior designers always want more space, but it helps that I'm a naval architect too, so I know what Germán needs, and he knows what we need. He always gives us more than we expect."

They certainly made the most of the volumes available. I don't know another yacht of this size that makes quite such a jaw-dropping impression when you first step inside. There is a more conventional layout available, but Sirena very wisely chose to make this first example of the new 78 as attention-grabbing as possible. So, the visitor walking in from the cockpit beholds a main deck that stretches endlessly ahead. Its extraordinary length, for there is no lower helm, is enhanced by the central island galley and the long dining table leading forward. A tall windshield and side windows ensure that everyone gets a terrific view, from the chef to the head of the table. The

With no lower helm station, the main deck is an abode of gorgeous views and copious space for dining an entertaining. Freestanding furniture gives the deck even greater versality. Just be sure the crew has stocked up on securing straps for rough passages.

saloon seating area aft has freestanding furniture, which the shipyard points out can be rearranged according to your fancy. In rough conditions, of course, it will rearrange itself whether you fancy it or not. The open companionway on the port side looks spectacular, but I felt it could benefit from another handrail on its inner side, or perhaps a pole, to help prevent your guests arriving for dinner before the chef is ready.

The 78's four ensuite guest staterooms are below, in a symmetrical layout around a central companionway. Up in the bows, the VIP stateroom's berth is offset along the port side. Rearward of the VIP are the twin-berth guest staterooms. These are all comfortable spaces for guests, but the amidships master stateroom takes the prize for best use of the hull's 21-foot, 4-inch beam. The shower and head compartment along the after bulkhead stretch the whole way across the boat, with his-and-her sinks and toilets, and a glass shower in the middle. Owners can opt for a walk-in closet on one side, or a settee and a set of drawers. Hull-side windows bring daylight into all the staterooms, where minimum headroom is well north of 6 feet.

There are options out on deck, too, with several layouts available on the foredeck, and a choice up top of an open, partly enclosed or fully enclosed flybridge. A variety of seating plans are also possible.

Sirena offers the 78 with standard twin 1,400-hp MAN V-12s, or

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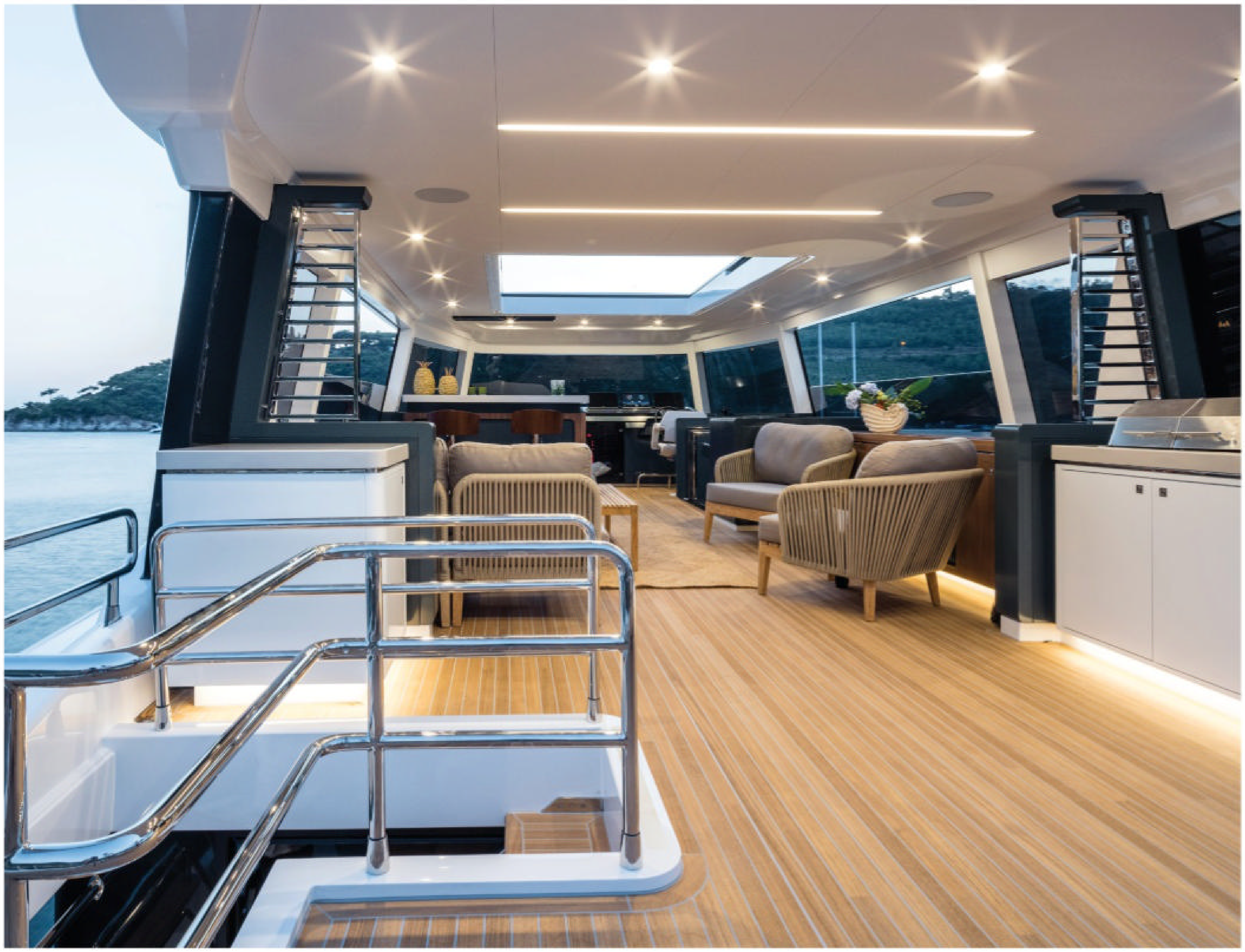

The bridge salon is another brilliantly designed, wide open space with a massive skylight. It opens to an equally impressive outdoor lounge replete with twin settees, sunpad and plenty of table and countertop surfaces for meals or cocktails.

with 1,550- or 1,800-hp MAN V-12s. Hull No. 1 has the 1,550-hp package flat-mounted on V-drive transmissions in a roomy, well-organized machinery space. They felt good from the helm station, where my eyeline was more than 20 feet above the waterline.

The yacht accelerated willingly, even though the engines weren't quite reaching their rated maximum (for reasons no one seemed entirely sure about). We posted a maximum speed of 25.2 knots. Conditions were far from challenging, with a light breeze and flat sea, but the Humphree fin stabilizers showed themselves to be effective in controlling the hull's outward heel in hard turns, and we left them on automatic throughout the ride.

At maximum speed, the 78's range, allowing for a 10 percent reserve, topped 300 nautical miles. A moderately fast cruise of 16 knots provided about 400 nautical miles, while easing back to a full-displacement 11 knots should double that figure.

Visibility from the helm station is excellent, with no reflections in the vertical windows. And, the Sirena 78's towering profile brings its own advantages: Most skippers will have a view of the horizon around 5 nautical miles in all directions.

That's a commanding feeling—perhaps not lord of all you survey, but pretty close. For the Sirena 78 is a boat with lofty ambitions, the Bayie de Cannes didn't seem quite big enough to contain them. ❐

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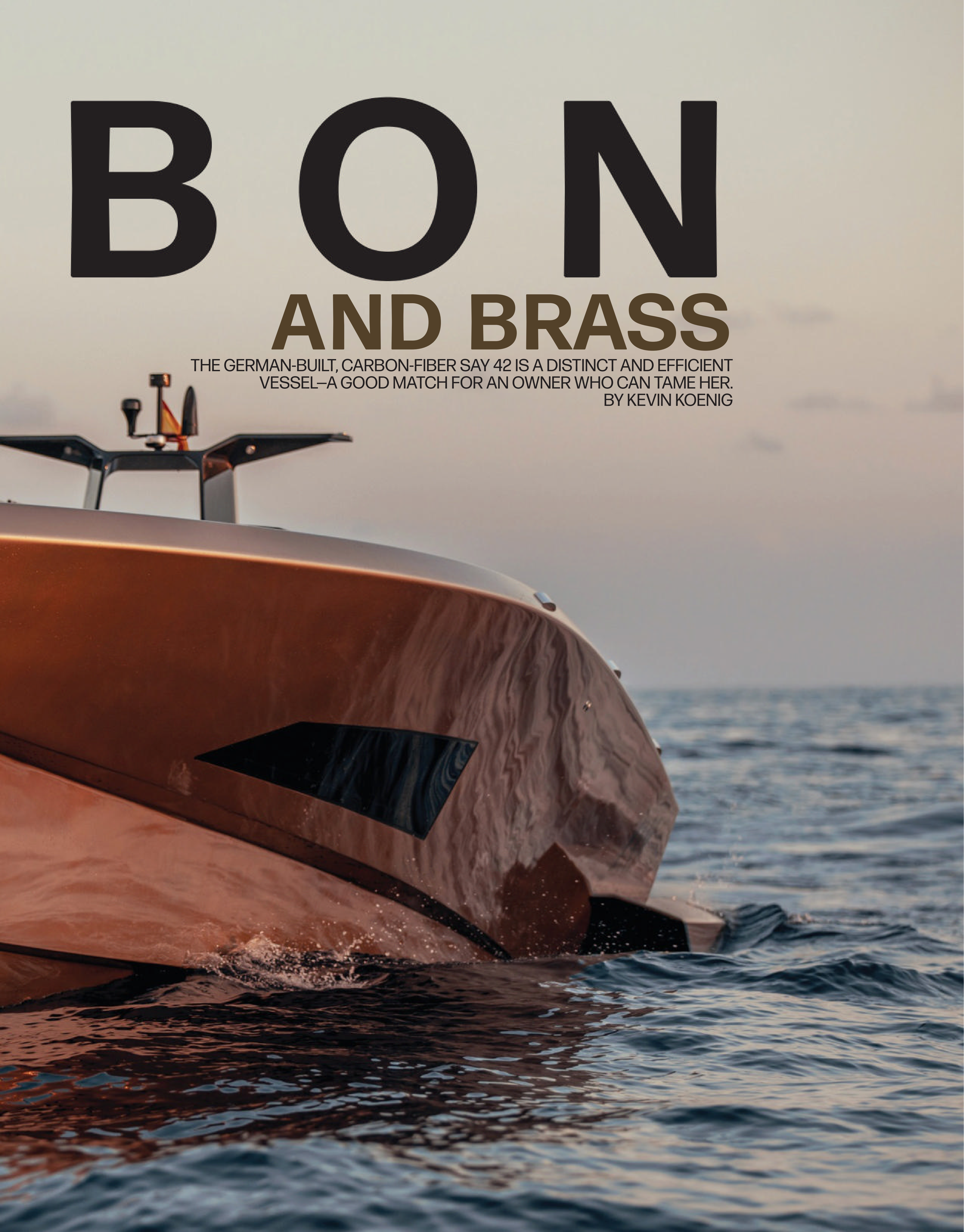
BON AND BRASS

THE GERMAN-BUILT, CARBON-FIBER SAY 42 IS A DISTINCT AND EFFICIENT VESSEL—A GOOD MATCH FOR AN OWNER WHO CAN TAME HER.

BY KEVIN KOENIG



One of the more enjoyable aspects of my job is the standing order I have from *Power & Motoryacht*'s editor-in-chief Dan Harding to find the coolest things the marine industry has to offer, and then write about them. At boat shows, I go sniffing the docks like a pointer in the brush looking for boats and stories that make me feel something primal in my gut. The SAY 42 was my latest quarry.

I'd never heard of SAY before the 2022 Ft. Lauderdale boat show. The Constance, Germany-based builder has three models on the market, and the new 42 nabbed top billing in Lauderdale. I was kicking around just south of the Bahia Mar hotel when I first saw it, and even among a gleaming, murderer's row of multi-million-dollar offerings, this 42 stopped me in my tracks. For one thing, among all the white fiberglass, its metallic orange hull made it pop like a dollop of salmon roe on a porcelain plate. For another, the lines were distinctly reminiscent of a machine that should be airborne. Razor-sharp gunwales undulated ever so slightly back toward an oversized swim platform that fanned out like wings. I was looking at an Ironman suit on the water.

I immediately whipped out my phone and texted Dan. "Have you seen this SAY 42?" I asked. He hadn't seen it in person, only on social media. But he was interested.

So was I.

I walked up and introduced myself to Karl Wagner, SAY's CEO, and asked about the boat. "Well, we build in all carbon fiber," he said. "*Everything* is carbon fiber?" I asked, mildly incredulous. "Yes," he responded with no-nonsense Teutonic certitude.

Well then.

Wagner's background is in the automotive industry, and that has deeply informed his waterborne pursuits. "I was in carbon-fiber production, supplying Porsche, McLaren and those guys," he told me, with some modesty. (I would soon discover that in reality, he won the contract for the very first carbon-fiber-reinforced polymer (CFRP) monocoque for automobiles, and helped secure a victory for driver Sebastian Vettel at Monza in 2008—the youngest man yet to win a Grand Prix race.) Suffice to say, few people in the world know more about building vehicles with this specific material than Wagner.

In 2015, Wagner came over to SAY first as an investor, and then, shortly after, as an executive. "I brought with me this desire to make

LOA: 42'0"
BEAM: 13'0"
DRAFT: 2'9"
DISPL.: 9,700 LB.
FUEL: 211 GAL.
WATER: 79 GAL.
POWER: 2/430-HP VOLVO PENTA STERN DRIVES
CRUISE SPEED: 30 KNOTS
MAX SPEED: 43 KNOTS
BASE PRICE: $1.1 MILLION

everything as light as possible, for performance and efficiency," he said.

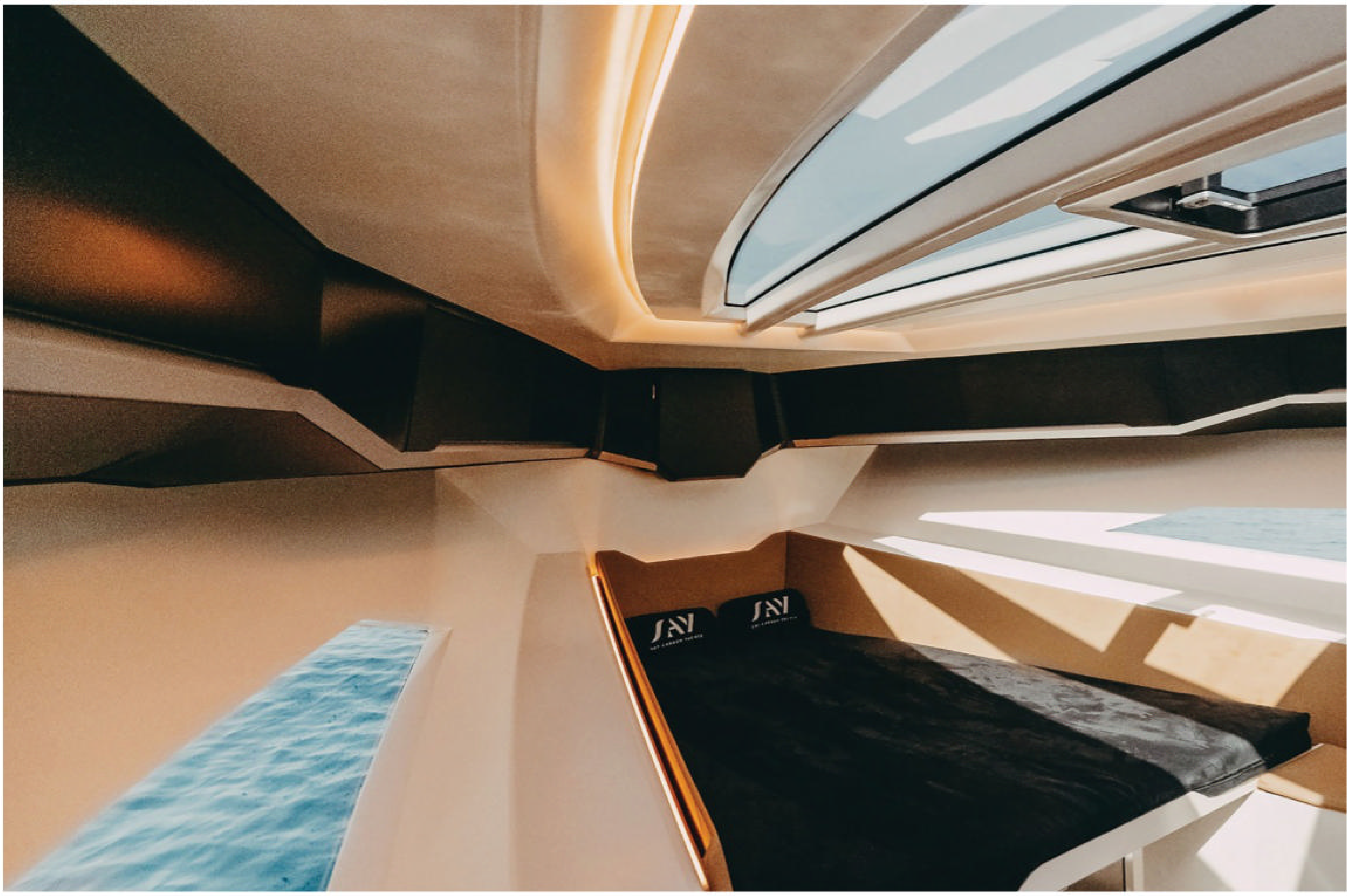
Impressed, I made an appointment to take the boat for a sea trial directly after the show. On test day, I walked back down the docks, hopped aboard, and got an inkling as to what "light as possible" meant. As my feet hit the deck, the boat rocked deeply and in a much more significant fashion than a boater used to fiberglass would expect in a boat this size. But that's no surprise. The 42 displaces a scant 9,700 pounds. Compare that to another dayboat, the Solaris 44 for example, which at less than two feet longer displaces a comparably Rubenesque 25,000 pounds. As one might expect, a Seakeeper 2 was aboard.

As we puttered away from the docks and out to sea, I took the downtime to investigate this boat's design. The first thing that jumped out at me is that the on-deck space—designed by the German firm KET—was quite literally, sharp. I don't mean that in a low-quality, catch-a-splinter-on-an-unfinished-edge type of way, but more like the "sharp" you might find in a modern Scandinavian (or Biscayne Bayfront) home. There was high-quality fit and finish for sure, but not in a way I'd deem cozy. I tried to envision my young son on board, and all I could hear was him complaining about various bumps and bruises. This is why I was surprised to find that SAY is marketing this boat for families. I suppose that could work, but between the edges and the open transom—not to mention the twin 430-horsepower Volvo Penta stern drives offering speeds reported to be 50 knots, I really see this more as a boat best fit for someone unburdened by the sweet joy of offspring.

The subsequent performance in the one- and two-footers in the Atlantic would only bolster my feelings.

I was admittedly a bit gun shy at the controls to start. I've driven a small handful of full-carbon boats in my day—most built by Delta Carbon Yachts, which does a fine job. But I also once tested a carbon-fiber boat ten years ago that was so squirrelly that it put the fear of God in me. To this day it remains the only truly negative boat test I've ever written.

But even with a cautious hand on the throttle, the boat launched as if flung from a slingshot. My apprehension soon gave way to an old, familiar joy as the 42's Petestep-designed hull tracked true, with

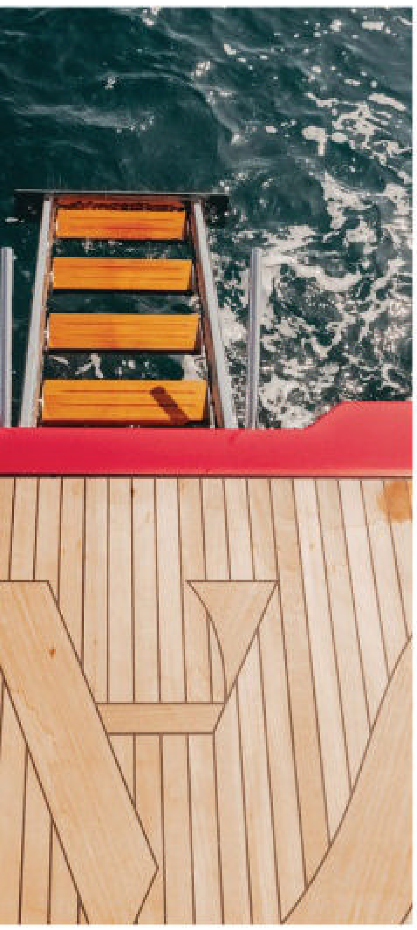


A glimpse at the SAY 42's sleek but spare forward berth reminds passengers that this is indeed a dayboat built for lightness, range and speed over excessive comforts. Twin 430 Vovlo pentas give her a reported 50-knot top speed.

the seas and against them, and provided reassuringly soft entries off the wave crests, a quality complemented by helm chairs designed by Shockwave. With the hammer down, I saw a top speed of 43 knots. Cruising at 30 knots, and burning 22 gph (yes, you read that fuel burn correctly, SAY claims 50% less fuel consumption than a comparably sized yacht), I took her hardover in a single boat length. And here's where we hit a little hiccup. That's how I would term what the hull did. It was digging into the water with assuredness when suddenly there was a quick release of the grip, and the hull zigged when I was expecting a zag. The moment of centrifugal weightlessness I experienced before the hull locked back on track was undeniably small but certainly perceptible. I take some blame here. It's very possible there was some user error while driving such a fast and unusually light boat. But I also wasn't inclined to spin the wheel that hard again.

I asked Wagner afterward about it and wondered if maybe some more ballast in the hull might be a good thing. "No," he said explaining that more weight would hinder the boat's acceleration, and he was not worried about the hull slipping out of a turn—ever. "It will hold," he added.

On our way back in, I eyed the carbon-fiber Champagne bucket built into a convertible dining table/sunpad in the SAY's cockpit. I could imagine a bottle of iced Dom Perignon waiting to be popped open after another Grand Prix win. The kind of race it takes real bravery to win. ❒



BOATYARD

Insurance: Can You Get It?

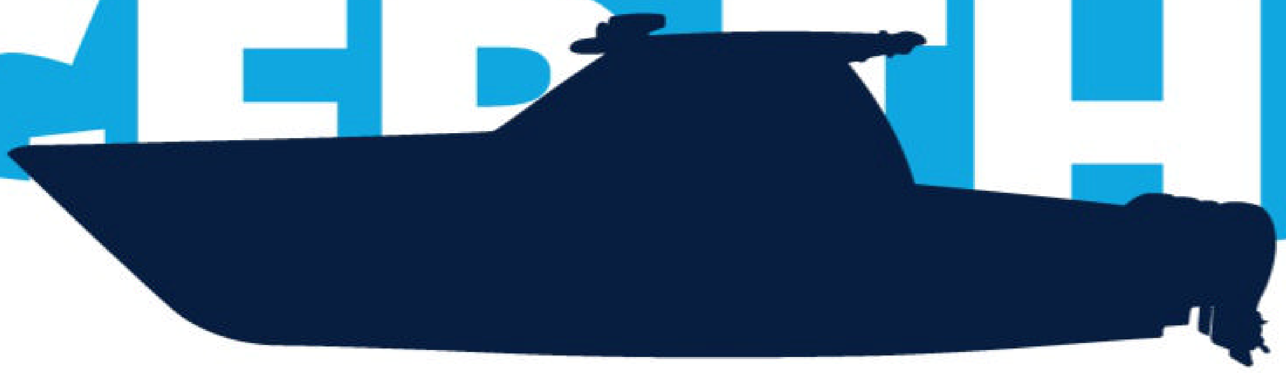
WE ALL NEED MARINE INSURANCE, BUT FOR SOME BOATERS, POLICIES ARE BECOMING HARDER TO FIND. BY MIKE SMITH

Maybe some of you read last month's column on completing the Great Loop of America, and maybe now you're thinking about doing it yourself. For lots of boaters, it's a retirement dream: Sell the house, buy an affordable cruiser, take a year to mosey around the Loop, or maybe through the Bahamas or Down Island, then find a waterfront community with good weather, friendly inhabitants and affordable restaurants where you can catch rays, play shuffleboard and enjoy early-bird specials while awaiting the Grim Reaper. Sounds good to me, as long as the scythe-wielder doesn't arrive until I've exhausted my IRA.

But there's a fly in the ointment, and it involves insuring the boat: It's not as easy as it used to be. If you're wealthy, and can buy your boat with cash, stop reading here and go out and enjoy it: If something goes wrong, just write a check for the damage, and it won't destroy you financially. You'll need liability coverage if you stay at a marina of course—so instead, buy a waterfront mansion with its own dock. The rest of us though, have to carry insurance, something that's getting more expensive and more difficult to obtain every year.

One thing I heard repeatedly while preparing this column was, "you can't get insurance for a boat more than 20 years old." This kind of talk is often just dockside blarney, but experts, most of them speaking off the record, confirmed it. (Getting insurance-industry folks to talk is harder than cracking secret codes at the NSA.) Insurance companies go by the numbers: A boat that was well-built 20 or more years ago, and is well-found, well-maintained and operated by a skilled skipper today, is probably no more accident—or liability-prone than a new boat, but lots of older boats are total crap, piloted by yahoos who ought to be under professional care. (So are some newer ones.) Most boats are somewhere in-between. How can an insurer know which group you belong to?

Insurers don't exist to indemnify you from financial loss if your boat gets damaged; they exist to make a profit, and their profit goes down every time they have to pay a claim. Companies analyze data to identify where their losses are, and act to minimize their risk; if I were an insurance company, I guess I'd do the same thing. The number crunchers know that boats over 20, 30, maybe 40 years old, depending on who you ask, are prime loss centers—so many insurers won't



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cover them. You'll have to look harder for coverage. Brokers tell me they're losing a lot of sales because of this and recommend arranging your insurance before even starting to boat-shop.

STAY UP NORTH

There are more unknowns in the insurance equation than a boat's age. There's climate change, too. According to the Florida Fish and Wildlife Conservation Commission, Hurricane Ian "displaced" more than 7,100 boats when it struck the state's west coast in September 2022, and damaged probably thousands more. (A "displaced" boat ended up somewhere other than where it was when the storm hit, often high and dry.) That's a lot of insurance claims from just one storm, and those will cost marine-insurance companies millions, maybe billions, of dollars in the aggregate. Ian was an unusually powerful hurricane, but climatologists say storms will be getting more powerful, and powerful storms will be getting more frequent, as the climate changes. Even a "weak" hurricane can cause millions of dollars' worth of destruction, so insurance companies are apparently figuring it's time to leave the marine business while they still have a few bucks left in the bank. In the past couple of years, about half the insurance companies offering yacht and boat coverage—that's about 12 out of 24—have dropped out of the market, finding better ways to invest their money. For those insurers still in the game, it's a seller's market.

Folks who boat in the hurricane zone have it worse than those in relatively safe northern climes, where boats are hauled in the winter. Insuring almost anything—boats, homes, cars—is more problematic in locales that can be razed by 100-plus mph winds and tsunami-level storm surges. Many insurers of northern boats suspend coverage if the boat travels too far south during hurricane season—officially that's between June 1 and November 30, but some insurers consider November 1st as the end of storm season. The northern border of hurricane country is typically around 32 degrees North latitude—that's Savannah, Georgia. Other companies use different limits: A spokesperson at one insurer I contacted, a company that advertises itself as specializing in covering classic yachts, said they would cover older, larger boats if the owner had the proper experience, but wouldn't cover any boats larger than 26 feet south of North Carolina; no Great Loopers need apply. The take-away here is, shop around if you want to head south, and make sure you're covered if you do.

ARE YOU A QUALIFIED CAPTAIN?

Among the most infuriating aspects of all this is, you'd think that by spending countless hours on the water and getting at least an OUPV/6-Pack Captain's Certification (or an even higher-level cert) from the Coast Guard, you'd get a better insurance rate or at least easier qualification. But from what I've discovered talking both to brokers and watching interviews by other folks on YouTube (the Great Circle Association has several), having a captain's license isn't much help.

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One source suggested a tonnage license might help, but they're harder to get and you need more documented sea time. I also investigated whether a well-kept logbook would help because it would at least show time underway. Same answer: No, because they're easily faked. I guess the insurance companies are stricter than the Coast Guard.

So, while it probably won't hurt to mention to an insurer that you have a license or have taken certification classes, apparently the only thing insurers really look for is boat ownership. Whether the boat ever leaves the dock seems to be less important than owning it, and, of course, never making a claim. Safety-wise, there is, of course, plenty of upside to getting a license, but don't expect it to affect your insurance—or insurability.

BUY ANOTHER BOAT–NOW

And then there's boat length. Folks buying boats of any age that are substantially larger—say, more than 10 or 12 feet longer—than the boat they have now might have to do some shopping. First-time buyers will also be challenged, even if they have experience on other people's boats—insurers like to see a history of boat ownership, not boat crewing. The best way to combat this is to buy a boat you can insure, then move up, step by step, until you reach the size, or nearly so, of your retirement dream boat. (You want a bigger boat anyway, don't you?) It'll be easier to get insurance if you stay under the 10-foot jump and your new boat's still a teenager. You'll also become a better skipper. Handling a 45-footer is much different than handling a 25-footer, so move up in stages, learning as you go. Start when you're young, and when you're ready to retire and go cruising, you'll either already have the boat or be qualified to buy and insure one.

Author's tip: Hire an insurance broker to find the insurance you need.

There was also a time in the past when insurers might allow you get around the "ten-foot jump" rule by allowing an owner to carry a qualified captain with them for the first year or so of ownership while

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they learned to handle the boat. According to a broker I spoke with in Newport Beach, CA, that avenue has now also been closed.

If you already have a boat, you likely have insurance, so stay with that insurer. Don't let your policy lapse, not even for one day; it'll give the company an excuse to drop coverage or increase your premium, especially if you've made more claims than expected. Renewing or modifying a policy is easier than buying a new one; notify your insurer if you add substantial equipment to your boat, make extensive improvements, or if you want to leave your normal cruising grounds—if you want to do the Great Loop, for example.

And read your policy; there may be clauses in there that minimize the insurance company's responsibility. For example, check the policy for depreciation of equipment. Some policies cover the hull for an agreed-upon amount, but past a certain age depreciate the equipment. Coverage might be replacement value up to 10 years, then losing 5 percent per year after that, for example. Should you run your 30-year-old boat over a spoil bank and pretzel the running gear (grounding is one of the most common insurance claims), you may not be covered at all, because of depreciation, when you thought you were fully insured. (If the boat sinks, you're covered up to the agreed value.)

This happened to a friend of mine with his 28-year-old Tollycraft. His insurance company didn't want to pay his claim after he whacked an unmarked rock; fortunately, he had the records from the boat's previous owner showing the shafts, struts, props and rudders were less than 10 years old, thanks to a similar accident not quite a decade earlier. My friend's insurance company then agreed to cover replacing the damaged gear. But the boat's twin Caterpillar diesels and any other original equipment are no longer covered. Bottom line is, even if you get insurance, you might not have as much coverage as you think.

SHOP AROUND

So what should you do? Take up golf? I guess that's OK if you don't mind wearing plaid, but I think a better plan is to find a reputable insurance broker and let them advise you—and do it before you start shopping for a boat, so you know the score up front. An experienced broker can be worth their weight in diesel fuel. Brokers sell insurance from many different companies and will work to find you the coverage you need. Agents work with only one company: BoatUS, for example, sells only GEICO insurance, so if the gecko doesn't like you, you're out of luck. Rather than calling agent after agent yourself, let the broker do the work—they probably know who to call in the first place. Don't spend time and money boat-shopping until you know you can get coverage.

Once you own the boat of your dreams, protected by a good insurance policy, start planning your cruising life. Time waits for none of us, and sunny climes are beckoning. Don't forget to work on your shuffleboard skills, too. ❐

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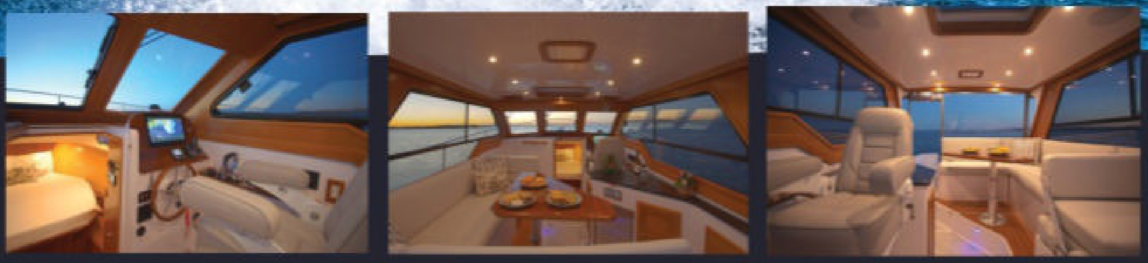

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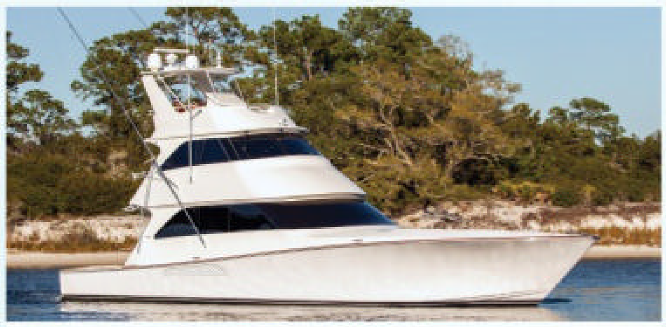

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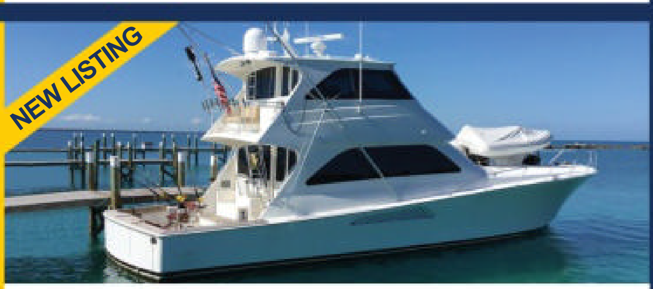

64' VIKING EB 2007

Twin C-32’s 1825hp with full service 1/23, newer Walker Bay 14’ tender, 4 cabins, interior stairs to bridge. Very seriously for sale. Call Jeff Stanley, C.A.

64' HATTERAS 2006

Twin 1400 hp CAT’s, updated Garmin electronics, bow thruster, desirable 3 Staterooms with ensuite heads, crew quarters, hardtop. Contact Wayne Cannava C.A.

58' KADEY KOGEN 2016

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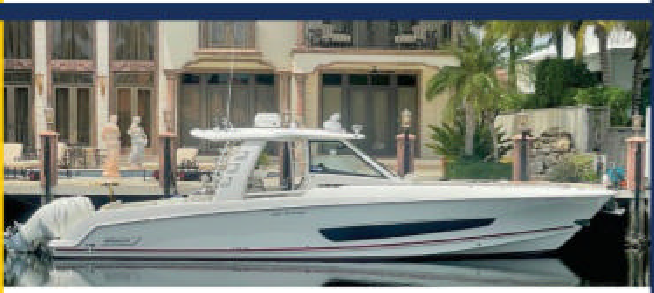

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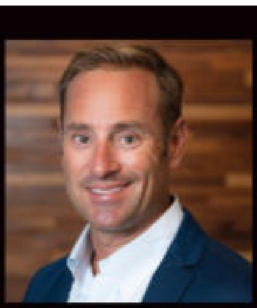

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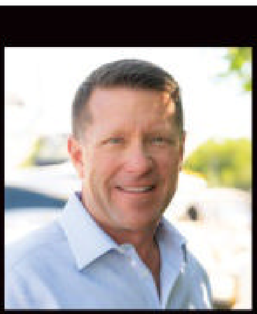

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2022 Azimut Fly 78

PROM DATE is meticulously maintained by a full-time crew, has many options, and highly upgraded. Featured options include Seakeeper, Raymarine Platinum electronics (including 3 video cameras), teak decking throughout, painted hull, hardtop with retractable sunshade, and automatic bimini top for the bow seating area. PROM DATE is also equipped with multi-colored underwater lighting and a cockpit docking station, including thrusters. The interior highlights include a salon cabinet bottle cutout, an oversized master bed, and a wooden floor in the salon, galley, stairs, and corridor. Engine hours: 185 on twin MAN V12s. Located in Ocean Reef, FL. $4,199,000

2018 Sea Ray 550 Sundancer

TOOT SEA is an incredibly clean and generously optioned late-model Sundancer. Highlights include KVH TracVision® HD7 Satellite TV system for true HD programming, Seakeeper, underwater lighting, and a joystick docking station with multi-station docking controls. An upgraded audio system, sunshade, and high-gloss table make the bow seating area a comfortable place to entertain. Upgraded electronics featuring Raymarine GS165, network cameras, fishfinder, and AIS are present. Other notable highlights include a hydraulic swim platform with expanding stairway and window tint. Engine hours: 378 on twin CAT C12hp engines. Located in Naples, FL. $1,499,000

2017 Azimut Fly 54

TRILOGY is brand new to the market and full of valuable upgraded options, including Seakeeper with an additional control station on the fly, Xenta joystick for easy docking, Glendenning Cablemaster™, Raymarine Platinum electronics, teak decking throughout, and wooden floor in the salon, dinette, and helm station. A recently added set of custom boarding stairs and a 2022 sport tender are included. Engine hours: 620 on twin Volvo Penta D11s. Located in Fort Lauderdale. $1,225,000

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The Fly 78 is truly Italian excellence. More space, more volume, and light structure is made possible by the all-carbon superstructure. The Fly 78 mimics the ambiance of a larger yacht without compromising the sportive agility of smaller vessels. This Fly 78 is meticulously kept, with only 150 hours. It is loaded with options such as a Seakeeper stabilizer, upgraded Volvo IPS 1000hp engines, Dynamic Positioning System with Skyhook, Miele appliances, luxury lighting package, teak on flybridge and side decks, and many more. Contact David Michie for pricing.

2017 Hatteras GT 70

Luxury, adventure, and sport are what you will find on *NOTORIOUS*. She features five spacious staterooms, four heads and a lavish salon and galley. Powered by twin 2600hp engines and two Seakeepers, this vessel was constructed with the highest-end finish. She offers the ultimate sport fishing platform and is a proven tournament winner. Built on a variable deadrise bottom, with a sharp entry, she was engineered to excel under the toughest conditions. NOTORIOUS is also known for unforgettable scuba diving adventures. She's outfitted with a full teak cockpit, providing plenty of space to gear up safely and comfortably. Contact David Michie for pricing.

2023 Azimut Fly 68

Be one of the first to own the latest model from Azimut designed by world-renowned designer Alberto Mancini - this vessel waiting to take you on your winter adventures! Loaded with options such as custom paint, Seakeeper stabilizer, upgraded decor, Miele appliances, enclosed galley, luxury lighting package, teak on flybridge and side decks, and many more. Call now to go boating this winter! $3,899,000

2023 Ocean Alexander 35R

The Ocean Alexander 35R is the culmination of the renowned Revolution series designed by Evan Marshall and Arrabito Naval Architects. The 35R motoryacht is more than the embodiment of style and performance. With a gross tonnage of 299, the livable space and well-established layout are remarkable. It's an engineering masterpiece. It is powered with twin MTU 2600hp V12s. Prepare to blow everyone away at the dock with her sleek new design. Expect delivery for fall 2024. Contact David Michie for pricing.

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2015 PALM BEACH 52 **$2,395,000**

ATLAS SHRUGGED is a sleek, high-performance sporty yacht powered by twin Cummins QSB 8.3 engines with straight shaft propulsion and 600hp each, delivering impressive performance and fuel economy. With her 17' 2" beam, she provides a voluminous interior and is designed to entertain while also providing luxurious overnight accommodations for extended cruising.. *Stuart, FL*

CARVEY IANNUZZI 616-889-7766

2019 GRAND BANKS 60 **$3,695,000**

AS YOU WISH is a 2019, next generation, GB60 with twin Volvo IPS 1200's at 900hp; each with extended warranty on both engines and IPS drives. She cruises in the 26-27 knot range and tops out in the low 30's. She is very stable in rough seas, and is a true performance boat with very impressive handling. *Stuart, FL*

JULEE JACKSON 772-473-1768

2016 GB72 ALEUTIAN RP **$3,495,000**

CRONOS is a very special 2016 Grand Banks. The attention to detail during construction, such as the redundancy built into many of the mechanical systems and her extensive inventory of spare parts; she is better equipped for long distance cruising than many larger yachts. If a properly designed, engineered, built and maintained long distance cruising yacht is your interest, you will not find a better opportunity. *Palm Beach, FL*

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2011 EASTBAY 46 SX **$725,000**

SIROCCO is a meticulously maintained galley down layout with a spacious utility room, two staterooms and two heads. Recent services and upgrades include full engine, drive and generator service, new turbos, Zodiak tender with freedom lift. *Stuart, FL*
SARAH BAKER 772-633-4020

2018 PALM BEACH 55 **$2,995,000**

MARGARITAVILLE is a 2018 PB55 Flybridge with a two stateroom with en suite heads, and galley down layout. Twin 900hp Volvo IPS 1200's, with a Humphree zero speed fin stabilization system, provide a smooth ride, incredible efficiency and quiet operation. *Stuart, FL*
CARVEY IANNUZZI 616-889-7766

2018 PURSUIT OS 385 **$499,000**

OFF THE RECORD is a one owner boat that is meticulously dealer maintained. All maintenance records are available and warranty on her Yamaha engines effective until 2024. *Stuart, FL*
CHASE NIELSEN 561-801-0594

2017 PALM BEACH 42 **$1,250,000**

MIMI'S MAGIC has a two stateroom with galley up layout. She has twin Volvo IPS 600 diesel engines at 435hp each. This is an incredible opportunity to own a beautiful PB42 today. *Stuart, FL*
CARVEY IANNUZZI 616-889-7766

2014 HYDRA-SPORTS 4200 **$429,000**

DIRTY DEEDS is a custom sport fisher equipped with a tower and 4 Yamaha F-350 outboard engines. She is a one-of-a-kind center console boat designed purely for fishing, speed and range. *Stuart, FL*
CHASE NIELSEN 561-801-0594

2005 GB64 ALEUTIAN RP **$1,650,000**

SAFE PASSAGE has a beautiful three-stateroom three-head layout plus 4th cabin or crew cabin. Recently serviced Caterpillar C-30's, Naiad stabilized, pilothouse interior access to flybridge. *Stuart, FL*
STEVE FITHIAN 954-383-1999

SISTERSHIP

2011 EASTBAY 46 SX **$775,000**

SOUTHERN BELLE features a two stateroom two head layout, spacious salon, large cockpit with built in seating. Low hour Cummins 600s with joystick control and Sky Hook. Garmin electronics, new 2022 tender and so much more! *Stuart, FL*
STEVE FITHIAN 954-383-1999

2013 GB54 EUROPA **$1,795,000**

GRAND CRU has low hour Cummins QSM-11 715's that can cruise comfortably between 8-17 knots. Featuring a three stateroom two head layout. *Brunswick, GA*
STEVE FITHIAN 954-383-1999

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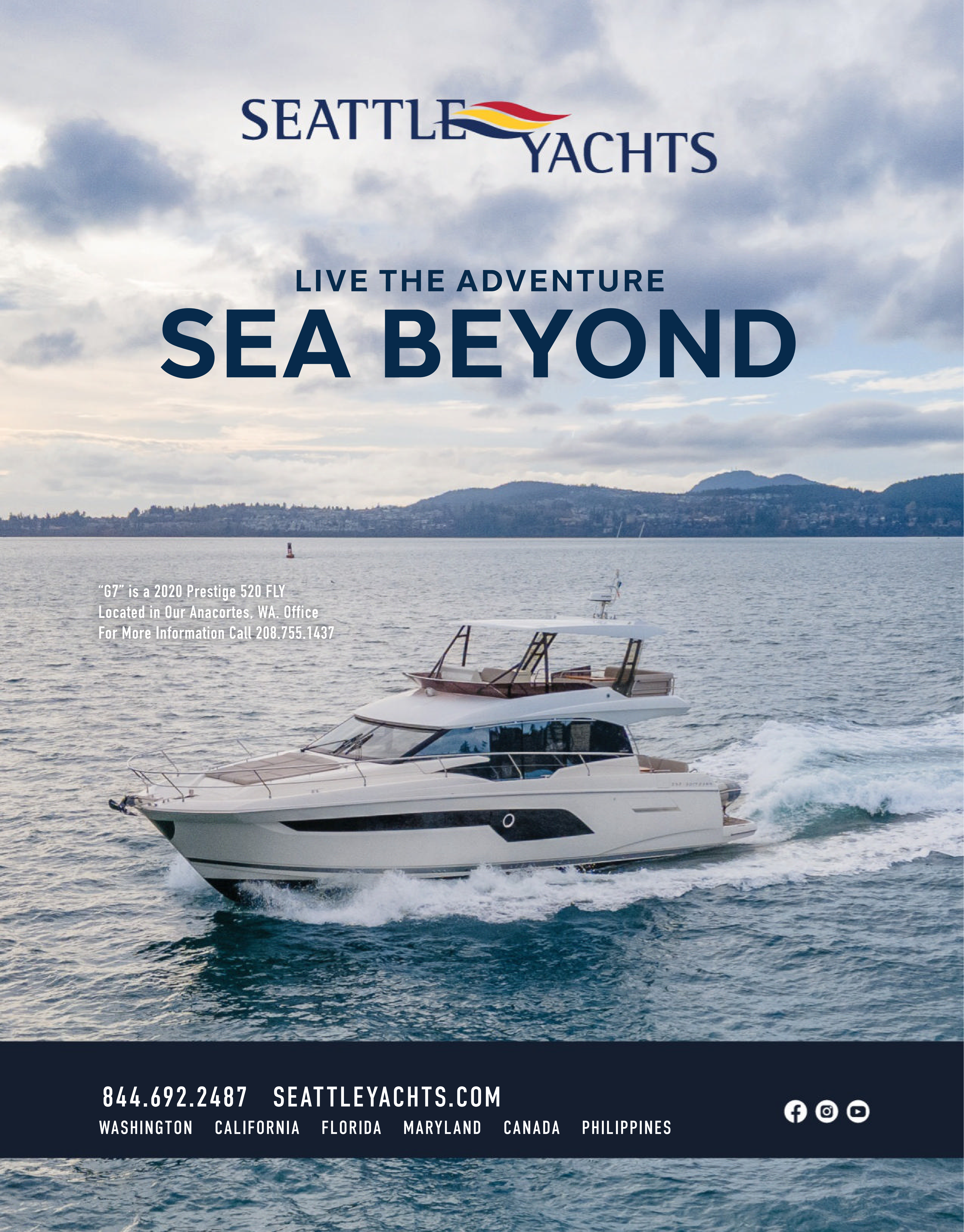
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2007 Azimut 62S $649,000
Russ Carrington 310.991.2628

2007 Novatec 55 Islander $489,000
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2010 Viking 82 ESB | $4,695,000
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2022 Viking 80 SB | $10,495,000
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2006 Viking 74 C | $2,395,000 | Darin 619.944.2817
2006 Viking 74 C | $2,495,000 | Nick 941.720.1321

2013 Princess 72 MY | $2,390,000 | Jason 941.518.1171
2013 Princess 72 MY | $2,499,000 | Jason 941.518.1171

2020 Viking 72 EB | $6,585,000 | Randy 713.816.2165
2017 Viking 72 EB C | $5,495,000 | Will 443.610.2861
2022 Viking 72 C | $7,995,000 | Nick 941.720.1321

2016 Viking 70 C | $4,195,000 | Michael C 941.725.2782
2011 Viking 70 EB | $3,495,000 | Nick 941.720.1321
2022 Viking 68 C | $6,095,000 | Carmine Jr. 941.725.0587

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2017 Outer Reef T 620 | $1,699,000

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2015 Prestige 550 FB | $1,099,900 | Jeff 239.691.8100

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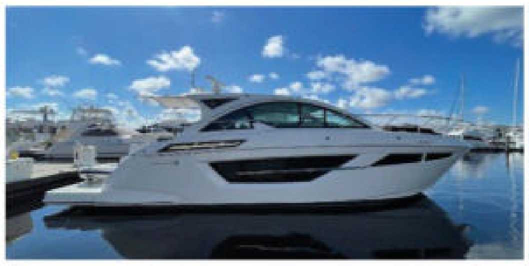
2018 Cruisers Yachts 50 C | $1,125,000
Thomas 909.525.2064

2021 Azimut 50 FB | $1,475,000
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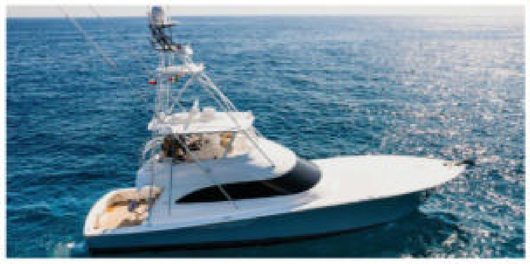
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2018 Regulator 41 | $689,000 | John 850.376.9005

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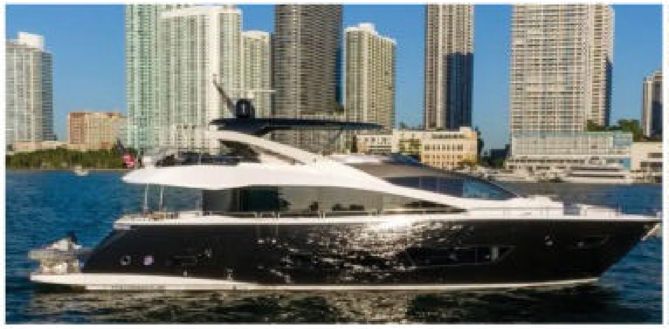

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2020 Marlow Explorer 66E

"Magic" is in Bristol condition with low hours, one of the finest yachts in her class available today. Long distance cruise like a trawler or cross the Gulf Stream at 20 knots. She has 3 staterooms, 3 heads, and spacious crew cabin with seating area.

2013 Marlow Explorer 62E

"Frequent Sea" is a spacious custom yacht that is very well equipped with an open flybridge, enclosed pilothouse and upgraded CAT 1015hp C-18 engines. She also has separate crew quarters and lazarette storage aft. We invite you to come see this vessel in person!

2020 Marlow Explorer 66E

"Sea Glass" is perfect for a cruising couple that demands unsurpassed livability. With upgraded twin 1150hp CAT C-18 engines (under warranty until 2025), she has top speeds of 25+ kn, unequaled performance/range in class.

2007 Marlow Explorer 78E-CB

"Bespoke" is a command bridge yacht with satin teak interior. She has 4 staterooms and 3 heads on the lower deck and a separate crew cabin for two with an outside entrance. This yacht is perfect for a full or part time captain and mate.

2010 Marlow Explorer 57E

"Eagle Aye" is the perfect combination of fun and elegance. She is a fast trawler powered by twin C18 CAT engines. Enjoy a sunset cruise or a trip to the Caribbean. "Eagle Aye" is sure to satisfy your needs

2017 Marlow Explorer 49E-CB

"Boone Doggle" features a 2 stateroom and 2 head layout. She is one of very few fully enclosed air-conditioned helm 49E Marlow Explorers. Equipped with Cummins QSM11 engines at 715hp, she is ready to cruise!

2019 Marlow Explorer 49E

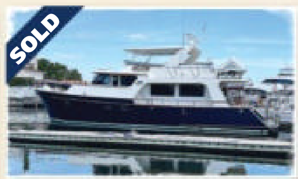
"Hydrotherapy" has just completed the great loop with outstanding results with her QSM-11 715hp Cummins engines, upgraded 17.5kW generator, bow & stern thrusters, and easy docking and mooring with the highly coveted Yacht Controller.

2003 Marlow Explorer 65C

"Blue Rosy V" is a 3 stateroom and 3 head layout, including a separate crew quarter aft with a single berth and head. Engines and generators have been serviced professionally on a regular basis. She is a great family boat!

2018 Marlow Explorer 49E-CB
"Maritime"

2016 Marlow Explorer 49E
"Running Tide"



2007 Marlow Explorer 57E
"Liberty"

2012 Marlow Explorer 61E
"Dutch"

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2014 Marlow Explorer 66E-CB

"Ben's Barge" is a well-appointed command bridge Explorer, equipped with 1150hp CAT engines and Garmin navigation package. Her 4 stateroom layout with spacious command bridge and galley provide all the comforts of home while at sea, anchorage, or docked.

2020 Marlow Explorer 66E

"Quixotic" is a semi-enclosed bridge powered by twin CAT C-18, 1015hp engines, under warranty until 2026. Featuring 4 staterooms and 3 heads on the lower deck plus a separate crew area aft. She is equipped with Garmin navigation and many extended cruising options.

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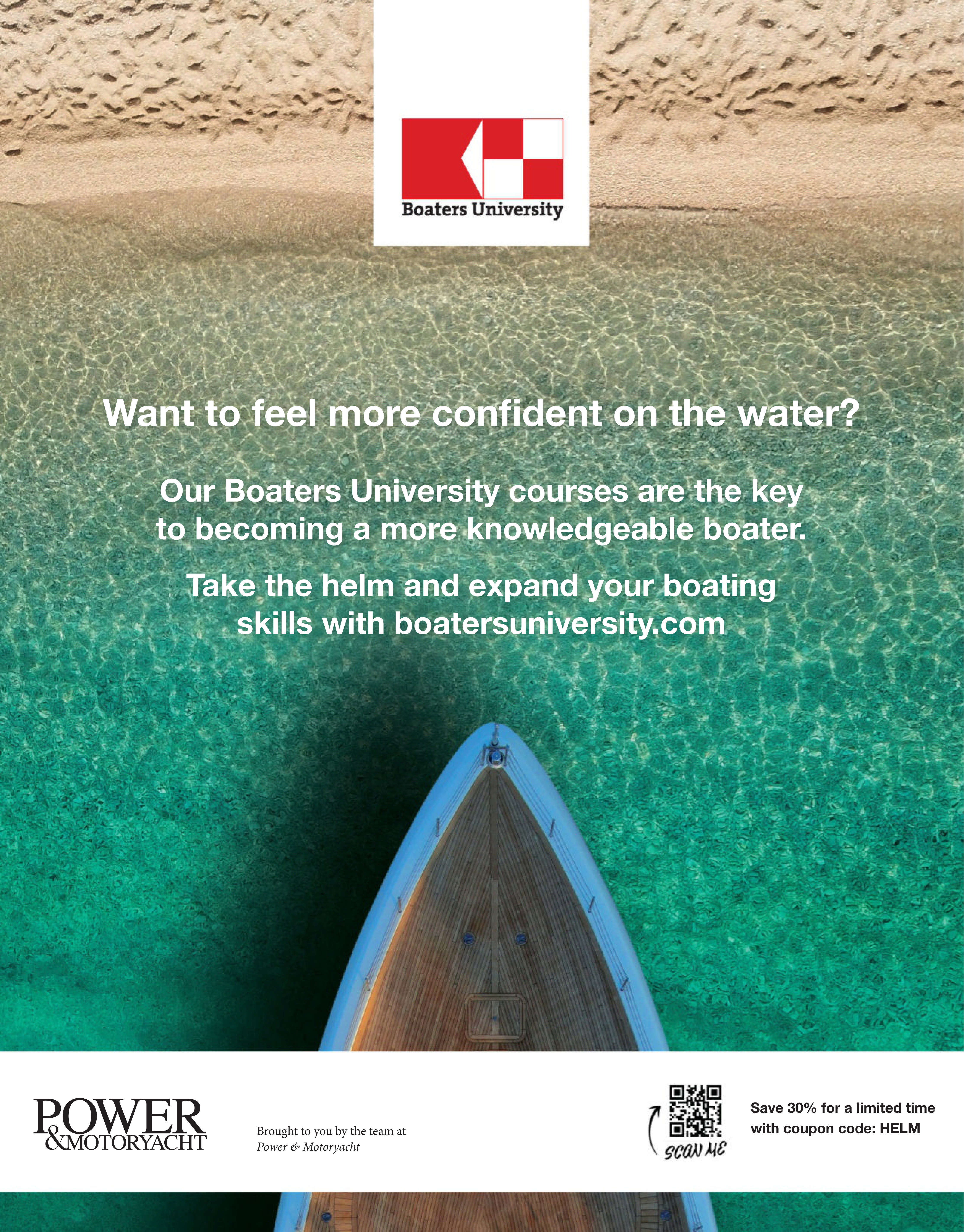

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NORTH VS. SOUTH

WHICH GEOGRAPHICAL REGION OF OUR GREAT COUNTRY IS BEST SUITED FOR BOATING?

BY CAPT. BILL PIKE

A couple weeks ago, I attended a yacht club dinner at the invitation of a friend and had a fine time, in spite of the fact that I'm about as yachty as an aluminum canoe. Toward the shank of the evening, as coffee and other libations were being served, I made a passing remark about a relatively minor tribulation that had just been visited upon lots of us boaters in the Jacksonville area—yet another hurricane with an attendant haul-out for safety's sake, as if the first haul-out of the season, only a month or so before, hadn't been enough. "Shoot," I concluded, "in all the years I've owned boats, I don't recall ever before having to haul my boat twice in the same hurricane season!"

The remark did not fall upon deaf ears. In fact, it soon generated a highly entertaining confab, one that circled around the pros and cons of boating up north, where hurricanes seldom roam but the boating season is short, and boating down south, where hurricanes abound but the boating season stretches on endlessly. Initially, I wholly sided with the southern contingent and to heck with the hurricanes, mostly because I've lived, worked and enjoyed the waters of the sunny south for most of my life. But then a tall, jocular visitor with a blue blazer, a shock of white hair and a faint Pine Tree State accent chimed in.

"Well, guys," he began, narrowing his grey eyes as if squinting into the teeth of a roaring gale. "I think knowing your boat is safe and sound for a few months, in a yahd next to the hahbah, is just great or, as we say up in Boothbay, just a wicked pissah."

This was, admittedly, an excellent point. Indeed, before my wife and I departed the salty shores of Long Island Sound to rehab an old fish camp in North Florida many, many moons ago, I kept a succession of boats at Milford Boat Works, a superbly managed marine facility in the sprawling midst Connecticut. And each fall, when freezing temperatures arrived, dockside water would be shut down and most boats would be hauled out for the winter and stowed ashore. And sure, there was a downside to this—no more watery adventures until spring. But there was an undeniable benefit as well—peace of mind. Once my boat was "on the hard," as they say, and as neatly shrink-wrapped as a Christmas present, I ceased worrying about her. Sticky float switches? Rusted-out hose clamps? Even Nor'easters? I could forget it all. For months!

"But," continued the blue-blazing Maine-iac, adopting a conciliatory tone, "I freely admit that the year-round deal you folks enjoy down heah is great too."

The old boy then, quite surprisingly, proceeded to add a plus to the southern boating column by scolding boaters in his very own neck of the woods. The time constraints imposed by the short northern season, he said, can sometimes compel the northern boater to bail on a social obligation or two in order to spend a day afloat. He himself even confessed to skipping some, "very important" birthdays, taking a pass on a couple graduations and pulling a no-show on a second cousin's fourth's-the-charm wedding.

"But," the Maine-iac again intoned, raising an authoritative index finger aloft, "I think all of us heah must agree that the hurricane represents an absolutely savage downside to boating in the south!"

Glum looks were exchanged. While the recent storm hadn't seriously pounded Jacksonville, southwest Florida had suffered an infinitely tragic, virtually existential blow only a month or so before.

"So, how about this for a compromise?" I piped up, in an attempt to brighten the mood. "I've been trying to talk my wife into it for almost 35 years now. Why not just buy a big, comfortable boat, become a liveaboard and spend summers up north and winters down south?"

Of course, everybody thought this was a fabulous idea. In fact, they unanimously pronounced it a wicked, star-spangled-bannered, "pissah!" ❐

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